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Transportation Control Plan Volume 4: Evidence of Commitments

Regional Planning Council, Baltimore, MD

Prepared for

Department of Transportation, Washington, DC

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16. Abstract (Limit: 200 words) The Transportation Control Plan for the Baltimore metropolitan area sets forth the actions that will be taken by the region between now and 1987 to reduce the amount of air pollution caused by motor vehicles. The development and implementation of this plan is required by the Environmental Protection Agency (EPA) as a result of the 1977 Clean Air Act Amendments. The plan contains control measures both for implementation and for study. Thirteen control measures and a public education campaign are to be implemented by 1982. At least twelve more control measures will be studied by the end of 1980 for possible inclusion in a more detailed and comprehensive transportation control plan to be completed in 1982. Even after all measures now specified for implementation are fully applied, the region will still not achieve EPA's air quality standards by 1987. Ways to further reducing air pollution in the region will have to be found. Volume IV consists of evidence of the state and local commitments required for implementation of the recommended measures.				
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TRANSPORTATION CONTROL PLAN

VOLUME 4:
EVIDENCE OF
COMMITMENTS

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TCP-4

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TRANSPORTATION CONTROL PLAN

VOLUME 4

Evidence of Commitments

September 29, 1978

Director of Transportation
Planning:

David J. Dunlap

Assistant Director of
Transportation Planning:

George B. McGimsey
Project Manager
Transportation Control Plan

Authors:

John M. Bailey
Weems W. Duvall, Jr.
Ganie DeHart

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COMMITTEE AND STAFF ROSTERS

I. INTRODUCTION

I. INTRODUCTION

In this volume, evidence of the region's commitment to 1) implement measures to reduce pollution, or 2) study them for future implementation is presented. The measures are discussed in the same order as in previous volumes: incentives for high-occupancy vehicles, measures for cleaner vehicles, measures to reduce congestion-related emissions, measures to reduce automobile use, land use management, and public education. Where a measure is to be both implemented and studied, both actions are discussed together. For example, studies of incentives for high-occupancy vehicles follow immediately after implementation of incentives for high-occupancy vehicles.

The evidence presented is of two types: 1) projects listed in the 1979-81 Transportation Improvement Program (TIP) and studies in the FY 1979 Unified Work Program (the budget for the Unified Transportation Planning Program in the Baltimore Region); and 2) resolutions or proposed ordinances.

The TIP documents the anticipated timing, cost, and rationale for transportation improvements in the region over a three-year period. It is composed of projects that carry the region's highest priorities. Insertion of a project in the TIP evidences an intention to program for implementation, based upon: 1) priorities established by the Maryland Department of Transportation and by jurisdictions in the region; 2) review by planning officials in the region; and 3) recommendations by the region's Transportation Steering Committee and official approval by the Regional Planning Council.

The funding schedules shown in the TIP excerpts in this volume contain the most accurate estimate of when the various projects will be implemented. The schedules are subject to the continuation of the priority established by the bodies

mentioned above and to the continued availability of local, state, and Federal funding. In general, funds programmed for the 1979 fiscal year (FY 79) represent the most definite commitment. The list of projects for which new federal support is sought during FY 79 is called the FY 79 Annual Element of the 1979-81 TIP. The schedule of funding for FY 80, 81, and the future is less certain. It should be emphasized that, even though the degree of commitment attached to projects in the TIP is uncertain, their inclusion in the Transportation Control Plan does represent a definite commitment to implement them or to study their implementation, whichever their category of inclusion may be.

Most projects in the TIP are programmed in several stages. Project Planning (PP) and/or Preliminary Engineering (PE) come first. During these phases, the design of the project is established. In some cases, land or property rights must be purchased. This phase, called right-of-way acquisition (ROW), precedes construction (CON), the final phase.

The measures were explained in detail in Volume II. The present volume deals solely with section 172(b) (10) of the Clean Air Act Amendments of 1977, in which written evidence is required from the region to ensure the good faith implementation of the Transportation Control Plan.

This volume includes tables that summarize the projects in the Transportation Control Plan by jurisdiction, whether or not the jurisdiction itself is funding the project. The funding commitments of the Maryland Department of Transportation for all jurisdictions in the region are presented last.

II. INCENTIVES FOR
HIGH-OCCUPANCY VEHICLES

II. INCENTIVES FOR HIGH OCCUPANCY VEHICLES

Park-and-Ride Lots

The 1978-80 and 1979-81 Transportation Improvement Programs (TIP's) for the Baltimore Region contain 21 park-and-ride or park-and-pool lot projects. The agency responsible for implementing most of the lots is the State Highway Administration (SHA). The Mass Transit Administration (MTA) is funding the Gardenville lot in Baltimore. The South Baltimore lot is receiving partial funding from Baltimore City, and two lots (Timonium and Lutherville) are receiving

partial funding from Baltimore County. Five of the projects will receive Federal Interstate System funding support. Inclusion of these five projects in the FY 79 Annual Element of the TIP indicates a commitment by the region to pursue Federal funds to aid the early implementation of the projects.

Baltimore City (three lots)

(78-80 TIP, page 41)

(Estimated Costs in Thousands of Dollars)

T.I.P. Reference Number	Project Description	Phase	Total Costs	Funds Previously Expended	Anticipated Expenditures			
					FY-1978	FY-1979	FY-1980	Balance To Complete
(78-80 TIP, page 41)	SOUTH BALTIMORE PARK AND RIDE: Construction of a fringe parking facility; <u>Manover Street just south of Frankfurat Avenue</u> for commuters. To increase transit ridership and decrease automobile usage on downtown streets (C.I.P. ref: 236-019).	P.P.	-	-	-	-	-	-
		P.E.	10	10	-	-	-	-
		R.O.W.	-	-	-	-	-	-
		Const.	326	316	10	-	-	-
		TOTAL	336	326	10	-	-	-
		Funding: Federal Interstate - 228		City of Baltimore -	108			

(78-80 TIP, page 114)

(78-80 TIP, page 114	PARK-N-RIDE FACILITY: Construction of facility at <u>Gardenville</u> Loop. Will convert unused transit property into productive mass transportation facili- ties.	P.P.	-	-	-	-	-
		P.E.	9.6	9.6	-	-	-
		R.O.W.	-	-	-	-	-
		Const.	90.2	17.2	73	-	-
		TOTAL	99.8	26.8	73	-	-
		Funding: MTA - 100%					

(79-81 TIP, page 35)

PROJECT	PHASE	PROJECT COSTS IN THOUSANDS OF DOLLARS						ANNUAL ELEMENT		
		TOTAL COSTS	PREV EXPEND	FY 1979	FY 1980	FY 1981	FUTURE	FEDERAL FUNDS	MATCH FUNDS	777 789
1-95 SEGMENT A PARK-AND-RIDE LOT 1201-218	PP	-	-	-	-	-	-	-	-	---
CIP# 507-002 FY-1978 TIP# BC-51	PE	4,122	4,122	-	-	-	-	-	-	---
TOTAL FUNDING: SHARES: 49%-FED 3%-ST 11%-LSC	R&W	29,537	22,789	6,757	-	-	-	-	-	0--
PHYSICAL DATA: 3.73 MI 6/6 LANES 20,000 ADT	COM	64,170	65,052	8,118	-	-	-	1,890 IS	210	000
DESCRIPTION: Construction of 3.7 miles of controlled access, divided Interstate highway from the eastern City line to O'Donnell Street. FY 79 activity encompasses 143/195 Park and Ride lot, three playgrounds and the dayview noise barrier.	TOT	92,829	91,954	10,875	-	-	-	1,890	210	
Funding: Interstate - 990										
City - 110										

Anne Arundel County (three lots)

PROJECT (79-81 TIP, page 149)		PHASE	PROJECT COSTS IN THOUSANDS OF DOLLARS					ANNUAL ELEMENT		
			TOTAL COSTS	PREV EXPEND	FY 1979	FY 1980	FY 1981	FUTURE	FEDERAL FUNDS	MATCH FUNDS
ANNE ARUNDEL COUNTY RIDE SHARING LOTS 6101-307		PP	-	-	-	-	-	-		
CIP# FY-1978 TIPS SHAA-1		PE	-	-	-	-	-	-		
TOTAL FUNDING SHARES: 0%-PED 100%-ST 0%-LOC		ROW	95	-	95	-	-	-		
DESCRIPTION: Carpool lots at MD. 176/MD. 295,		CON	90	18	72	-	-	-		
Hammond's Ferry Road/I-695, and MD. 426/US 50.		TOT	185	18	167	-	-	-		
JUSTIFICATION: Construction of Park-n-Pool lots										
will conserve fuel, decrease traffic congestion										
during rush hour, improve air quality and enhance										
the use of existing highway facilities.										

Baltimore County (seven lots)

PROJECT (79-81 TIP, page 167)		PHASE	PROJECT COSTS IN THOUSANDS OF DOLLARS					ANNUAL ELEMENT		
			TOTAL COSTS	PREV EXPEND	FY 1979	FY 1980	FY 1981	FUTURE	FEDERAL FUNDS	MATCH FUNDS
I-695 CARPOOL FACILITY 6301-369 CIP# 00031173 NEW PROJECT TOTAL FUNDING SHARES: 99%-PED 1%-ST 0%-LOC DESCRIPTION: Construction of a parking lot with thirty-five spaces, at I-695/Wilkins interchange. JUSTIFICATION: The project will create a carpool facility in an area where persons have demonstrated a parking need.			PP - PE 12 ROW - CON 45 TOT 57	- - - - -	- 12 - 45 57	- - - - -	- - - - -	- 11 IS - 40 IS 51	- 1 - 5 6	--- -E - -E
Funding: Federal - 51 SHA - 6										
I-83 PARK AND RIDE FACILITY 6301-368 CIP# 00031063 FY-1978 TIP# SHBCO-6 TOTAL FUNDING SHARES: 90%-PED 10%-ST 0%-LOC DESCRIPTION: Mt. Carmel Park and Ride facility. JUSTIFICATION: Construction of a commuter parking facility with a loading area and bus shelter will encourage transit ridership, reduce VMT on I-83, and save fuel.			PP - PE 26 ROW - CON 200 TOT 226	- 6 - - 6	- 17 - 17 203	- 3 - 200 203	- - - - -	- 11 IS - 23 -	- 3 -II 3 -	--- -E - -
Funding: Federal - 203 SHA - 23										
I-83 PARK AND RIDE FACILITY 6301-548 CIP# 00310563 FY-1978 TIP# SHBCO-1 TOTAL FUNDING SHARES: 90%-PED 10%-ST 10%-LOC DESCRIPTION: Timonium Park and Ride facility having 700 parking spaces, a bus loading area and shelter served by dedicated express bus. JUSTIFICATION: Will encourage carpooling and transit ridership. This facility is an attempt to reduce traffic congestion on I-83 by providing improved transit service to the Baltimore CBD. This project will also help establish a transit marketing area for the proposed North Central line.			PP 10 PE 40 ROW 965 CON 1,250 TOT 2,265	7 16 - - 23	3 24 965 - 992	- - - 700 700	- - - 550 550	- - 869 IS 869	- - 96 6	--- -E -E -E
Funding: Federal - 2039 Baltimore County - 226										
I-83 PARK AND RIDE FACILITY 6301-547 CIP# 031042 FY-1978 TIP# ROWE TOTAL FUNDING SHARES: 90%-PED 10%-ST 10%-LOC DESCRIPTION: Lutherville Park and Ride Facility. One hundred and seventy parking spaces, a bus loading area and shelter are planned. JUSTIFICATION: Will encourage carpooling and transit ridership. This facility is an attempt to reduce traffic congestion on I-83 by providing improved transit service to the Baltimore CBD. This project will also help establish a transit marketing area for the proposed North Central line. The project first entered the TIP as an amendment on January 20, 1978.			PP 10 PE 30 ROW 240 CON 210 TOT 490	7 10 - - 17	3 20 240 - 263	- - 210 210	- - - -	- - 216 IS 216	- 24 -OE 28	--- -E -E -E
Funding: Federal - 441 Baltimore County - 49										

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1979-1981 Baltimore Region Transportation Improvement Program
Amendment

FOR R.P.C. USE
Amendment C-36
TIP Ref. SHBEO-3
TIP Page 18 78 TIP

Implementing Agency
or Jurisdiction State Highway Administration

C.I.P. 0031064

Project Name or
Route Number Brooklandville Park and Ride Facility

Project Description
and Limits
or Changes in Same. Construction of a 400 space park and ride facility in Brooklandville on I-83/Falls Road. Included will be a bus loading area and shelter. Sufficient land to be purchased to enlarge facility to 1400 spaces.

Justification of
Project or Change
in Project To encourage carpooling and transit ridership. This facility is an attempt to reduce traffic congestion on I-83 and I-695, by providing improved transit accessibility to the Baltimore CBD and Towson town center. It will save 9800 VMT initially and 22000 VMT at full development. This project is listed in the TCP as a measure to improve air quality.

Funding Shares of Total Costs		Total Costs	Funds Previously Expended	Anticipated Expenditures in \$1,000's				Proposed Federal Obligations Annual Element FY 1979			
				FY 1979	FY 1980	FY 1981	Balance to Complete	Federal Funds Category Amount	Matching Funds Source Amount		
Fed.	860	PP	15	-	4	11	-	I	13	MDOT	2
State	95	PE	40	0	11	27	2	I	36	MDOT	4
Local	0	ROW	320	0	0	277	43				
Other	0	Const.	580	0	0	0	456				
Total	955	Total	955	0	15	315	501		49		6

F. J. ROSENBERG

1979-1981 Baltimore Region Transportation Improvement Program
Amendment

FOR R.P.C. USE
Amendment C-37
TIP Ref. SHBEO-2
TIP Page 19 78 TIP

Implementing Agency
or Jurisdiction State Highway Administration

C.I.P. 0031065

Project Name or
Route Number Ruxton Park and Ride Facility

Project Description
and Limits
or Changes in Same. Construction of a 70 space park and ride facility in Ruxton at the I-83/Ruxton Road interchange. Included will be a passenger shelter.

Justification of
Project or Change
in Project This facility will provide adequate parking facilities for commuters which already use nearby shoulders for parking. This lot will encourage additional ridesharing, increase transit ridership, and improve the utilization of the I-83 highway system. It will save 1300 VMT daily. This project is listed in the TCP as a measure to improve air quality.

Funding Shares of Total Costs		Total Costs	Funds Previously Expended	Anticipated Expenditures in \$1,000's				Proposed Federal Obligations Annual Element FY 1979			
				FY 1979	FY 1980	FY 1981	Balance to Complete	Federal Funds Category Amount	Matching Funds Source Amount		
Fed.	158	PP	-	-	-	-	-				
State	17	PE	25	0	0	8	17				
Local	0	ROW	-	-	-	-	-				
Other	0	Const.	150	0	0	0	82				
Total	175	Total	175	0	0	8	99				

info only

1979-1981 Baltimore Region Transportation Improvement Program
Amendment

FOR R.P.C. USE
Amendment C-38
TIP Ref.
TIP Page

Implementing Agency or Jurisdiction	State Highway Administration	C.I.P. #033112
Project Name or Route Number	Glenn L. Martin Carpool Facility	
Project Description and Limits or Changes in Same.	Construction of a 180 space carpool facility near Glenn L. Martin State Airport	
Justification of Project or Change in Project	The proposed facility is to be located between Md. 150 (Eastern Boulevard) and the Amtrack Railroad on excess Federal property. This carpool facility will save 600 VMT daily. It is contained in the TCP as a measure to improve air quality.	

Funding Shares of		Total Costs		Funds Previously Expended	Anticipated Expenditures in \$1,000's			Proposed Federal Obligations Annual Element FY 1979			
Total Costs		Total Costs			FY 1979	FY 1980	FY 1981	Balance to Complete	Federal Funds Category	Matching Funds Amount	Source Amount
Fed.	0	FP	12	0	12	-	-	-			
State	225	PE	37	0	37	-	-	-			
Local	0	ROW	-	-	-	-	-	-			
Other	0	Const.	176	0	117	59	-	-			
Total	225	Total	225	0	166	59	-	-			

Carroll County (two lots)

(Estimated Costs in Thousands of Dollars)

T.I.P. Reference Number	(78-80 TIP, page 155) Project Description	Phase	Total Costs	Funds Previously Expended	Anticipated Expenditures			
					FY-1978	FY-1979	FY-1980	Balance To Complete
78-80 TIP, page 155	STATE HIGHWAY ADMINISTRATION - CARROLL COUNTY: TRANSPORTATION SYSTEMS MANAGEMENT AND UPGRADING PROJECTS							
	FRINGE CARPOOL LOTS: Fringe carpool lots in Carroll County at Md. 851 and Md. 32 intersection and Md. 26 and Md. 97 intersection. Construction of fringe carpool lots will conserve fuel, decrease traffic congestion during rush hours, improve air quality, and enhance the use of existing highway facilities.	P.P.	-	-	-	-	-	-
		P.E.	-	-	-	-	-	-
		R.O.W.	-	-	-	-	-	-
		Const.	28	-	28	-	-	-
		TOTAL	28	-	28	-	-	-
Funding: SHA - 100%								

Harford County (two lots)

T.I.P. Reference Number	(78-80 TIP, page 163) Project Description	Phase	Total Costs	Funds Previously Expended	Anticipated Expenditures			
					FY-1978	FY-1979	FY-1980	Balance To Complete
78-80 TIP, page 163	STATE HIGHWAY ADMINISTRATION-HARFORD COUNTY-TRANSPORTATION SYSTEM MANAGEMENT AND UPGRADING PROJECTS							
	FRINGE CARPOOL LOTS: Fringe Carpool Lots in Harford County on MD132 at MD147 and on MD24 at I-95. Construction of fringe carpool lots will conserve fuel, decrease traffic congestion during rush hour, improve air quality, and enhance the use of existing highway facilities.	P.P.	-	-	-	-	-	-
		P.E.	-	-	-	-	-	-
		R.O.W.	-	-	-	-	-	-
		Const.	50	-	50	-	-	-
		TOTAL	50	-	50	-	-	-
Funding: SHA - 100%								

Howard County (four lots)

T.I.P. Reference Number	(78-80 TIP, p. 171) Project Description	Phase	Total Costs	Funds Previously Expended	Anticipated Expenditures			
					FY-1978	FY-1979	FY-1980	Balance To Complete
*SHH0-1	Carpool Lot: U.S. 29 @ St. Johns Lane (near MD 103). Construction of Carpool Lots will conserve fuel, decrease traffic congestion during rush hour, improve air quality and enhance the use of existing highway facilities.	P.P. P.E. R.O.W. Const.	- - - 21	- - - -	- - - 21	- - - -	- - - -	- - - -
		Total	21	-	21	-	-	-

PROJECT COSTS IN THOUSANDS OF DOLLARS							ANNUAL ELEMENT		
PROJECT (79-81 TIP, page 205)	PHASE	TOTAL COSTS	PREV EXPEND	FY 1979	FY 1980	FY 1981	FUTURE	FEDERAL FUNDS	MATCH FUNDS 777
HOWARD COUNTY - RIDESHARING 6601-278 CIP# C-8-0153 NEW PROJECT TOTAL FUNDING SHARES: 80%-FED 100%-ST 0%-LOC DESCRIPTION: Two carpool lots will be constructed, at US 1/Annapolis Junction Road, and US 29/Owen Brown Road.	PP PE ROW CON TOT	- - - 106 106	- - - - -	- - - 106 106	- - - - -	- - - - -	- - - - -		

(79-81 TIP, p. 119)

CONSUMER RAIL SERVICE IMPROVEMENTS 1682-075 CIP# C-8-0153 FY-1978 TIP# RO-2 TOTAL FUNDING SHARES: 80%-FED 0%-ST 20%-LOC DESCRIPTION: Construction of parking facilities and waiting areas at the Elkridge and Jessup commuter rail stations on the Baltimore and Ohio railroad line. This project is a portion of the MDOT Consumer Rail project to improve service on the Baltimore and Ohio line. JUSTIFICATION: Commuters are currently parking on residential streets. Existing facilities at stations are inadequate with respect to space and protection against the weather. The project is part of the Maryland Department of Transportation's grant with the Urban Mass Transportation Administration.	PP PE ROW CON TOT	3 9 10 54 76	3 9 10 - 22	- - - 54 54	- - - - -	- - - - -	- - - - -		
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In addition to the lots that are programmed for implementation, the fol-

lowing 17 sites are under study for implementation as future ridesharing lots.

Anne Arundel County

MD 2 South County
MD 3 Corridor
MD 4/MD 258
MD 214 w. of MD 2
MD 178/MD 450

Carroll County

MD 31 s. of MD 97
MD 32 s. of MD 26
MD 88 e. of MD 30
US 140/MD 91
US 140/Gorsuch Road

Baltimore County

Ridervale (Brookside Lane off Bel-lona)
US 1 n. of Joppa Road
MD 26/Brenbrook

Howard County

US 1/MD 100
US 1/Whiskey Bottom Road
US 29/Allview Drive
US 40/Chatham Mall

Transportation Control Plan

Improved Rail Transit

Baltimore Region Rail Transit Section A

Section A of the rapid transit system, from the CBD to Reisterstown Road Plaza in northwest Baltimore, is under construction, with operation to begin in 1982. The only major contracts not

yet let are for vehicles and for the Reisterstown Road Station. The following excerpt from the 1979-1981 TIP shows the schedule of expenditures programmed through 1981.

PROJECT (1979-81 TIP, page 135)	PHASE	PROJECT COSTS IN THOUSANDS OF DOLLARS						ANNUAL ELEMENT		
		TOTAL COSTS	PREV EXPEND	FY 1979	FY 1980	FY 1981	FUTURE	FEDERAL FUNDS	MATCH FUNDS	777 789
BALTIMORE REGION RAPID TRANSIT SECTION A 4061-097	PP	-	-	-	-	-	-	-	-	---
CIPB	PE	65,444	53,546	4,845	4,699	1,893	461	-	-	---
TOTAL FUNDING SHARES: 79%-FED 21%-ST 0%-LOC	ROW	14,635	11,654	1,979	1,000	-	-	-	-	---
DESCRIPTION: For construction of portion of section A between Charles Center and Reisterstown Plaza.	CON	681,371	73,700	187,732	208,427	128,956	46,756	223,909	33	55,977
JUSTIFICATION: Recommended in the Regional General Development Plan.	TOT	721,450	138,902	194,556	209,926	130,849	47,217	223,909	33	55,977
		Funding: Federal (UMTA Section 3) - 572,600								
		MTA - 148,790								

Subsequent sections of the Baltimore Region Rail Transit. (Under study)

Section B of the rail transit system, which will extend Section A to Owings Mills, has passed through preliminary engineering, and its preliminary design is scheduled for approval during FY 79. Following successful completion of the steps in approval, application will be made for a final design grant. Hearings and other state and federal approvals will precede application for right-of-way and construction.

Section D (the north transit line) is scheduled for alternatives analysis and environmental impact statement, part of preliminary engineering, in FY 79.

Full commitment by the region to pursue implementation of phases B or D is contingent upon design approval. The schedule for steps in implementation is shown on the following sheet and excerpts from the 1979-81 TIP.

PROJECT (1979-81 TIP, page 139)	PHASE	PROJECT COSTS IN THOUSANDS OF DOLLARS						ANNUAL ELEMENT		
		TOTAL COSTS	PREV EXPEND	FY 1979	FY 1980	FY 1981	FUTURE	FEDERAL FUNDS	MATCH FUNDS	777 789
BALTIMORE REGION RAPID TRANSIT SECTION D 4069-099	PP	160	-	160	-	-	-	128	59	32
CIPB	PE	5,130	460	-	-	1,557	3,113	-	-	---
TOTAL FUNDING SHARES: 80%-FED 20%-ST 0%-LOC	ROW	4,800	-	-	-	-	4,800	-	-	---
DESCRIPTION: Development of transit line north from Baltimore CBD to Cockeysville on the northern central right-of-way.	CON	167,780	-	-	-	-	167,780	-	-	---
JUSTIFICATION: Recommended in the Regional General Development Plan. Funds are provided for alternatives analysis.	TOT	177,870	460	160	-	1,557	175,693	128	59	32
		Funding: Federal (UMTA Section 9) - 128								
		MTA - 32								

1979-1981 Baltimore Region Transportation Improvement Program
Amendment

FOR R.P.C. USE
Amendment C-3
TIP Ref.
TIP Page

Implementing Agency
or Jurisdiction

Maryland Department of Transportation - Mass Transit Administration

C.I.P. #

Project Name or
Route Number

Baltimore Rapid Transit System - Section B

Project Descript-
ion and Limits
or Changes in Same.

Construction of Northwest Extension from Reisterstown Plaza to Owing Mills

Justification of
Project or Change
in Project

Recommended in the Regional General Development Plan Annual Element
Provides for design and engineering.
Construction will be dependent on the availability of State and Federal funds.

Funding Shares of Total Costs	Total Costs	Funds Previously Expended	Anticipated Expenditures in \$1,000's				Proposed Federal Obligations Annual Element FY 1979			
			FY 1979	FY 1980	FY 1981	Balance to Complete	Federal Funds Category Amount	Matching Funds Source Amount		
Fed. 133597	PP									
State 33399	PE 11			1751	8552	1033	S3	9069	MDOT	2267
Local	ROW 72.5					7232				
Other	Const. 118428					148428				
Total 166996	Total 166996			1751	8552	156693	S3	9069	MDOT	2267

Total projected UMTA obligation is shown under FY 79 Annual Element.

Downtown People Mover

Baltimore City has undertaken an analysis of the feasibility of constructing and operating a Downtown People Mover. A detailed economic and technical feasibility study is scheduled for FY 79.

PROJECT (1979-1981 TIP, Page 69)	PHASE	PROJECT COSTS IN THOUSANDS OF DOLLARS						ANNUAL ELEMENT		
		TOTAL COSTS	PREV EXPEND	FY 1979	FY 1980	FY 1981	FUTURE	FEDERAL FUNDS	MATCH FUNDS	777 789
DOWNTOWN PEOPLE MOVER 1264-303	PP	303	15	288	-	-	-	194 59	48	-EE
CIP# FY-1978 TIP# BC-95	PE	-	-	-	-	-	-	-	-	---
TOTAL FUNDING SHARES: 80%-FED 0%-ST 20%-LOC	ROW	-	-	-	-	-	-	-	-	---
PHYSICAL DATA: 1.67 MI	CON	-	-	-	-	-	-	-	-	---
DESCRIPTION: Plan refinement study to be included as part of the Regional Unified Work Program. Work will include a more detailed technical and economic feasibility analysis than that prepared to date.	TOT	303	15	288	-	-	-	194	48	---
JUSTIFICATION: Further study is necessary to reassess the DPM project given a longer term implementation schedule. Construction impact, cost, and aesthetic compatibility with downtown development are some of the issues the study would address. Provisions are made for a citizen review and formal plan adoption process.										
Funding: Federal (UMTA Section 9) - 242 Baltimore City - 61										

Commuter Rail Service

The Maryland Department of Transportation's Railroad Administration and several counties in the region have launched or are about to launch projects to preserve and make more efficient existing commuter rail service or to plan for new service.

Evidence of one project to improve the service along the B & O lines leading to Washington is provided by the following excerpt from the 1979-81 TIP for the

Baltimore Region. The project, only part of which lies in the region, is already underway. Howard County is committed to providing 20 percent of the funds needed for improvements to the Jessup and Elkrige stations, which are estimated to cost \$76,000. Baltimore County is committed to 20 percent of the cost of improvements at the St. Denis station, an amount which has not been estimated yet.

PROJECT (1979-1981 TIP, page 213)	PHASE	PROJECT COSTS IN THOUSANDS OF DOLLARS						ANNUAL ELEMENT		
		TOTAL COSTS	PREV EXPEND	FY 1979	FY 1980	FY 1981	FUTURE	FEDERAL FUNDS	MATCH FUNDS	777 789
B AND O COMMUTER RAIL SERVICE 7002-125	PP	-	-	-	-	-	-	-	-	---
CIP# FY-1978 TIP# MDCT-51	PE	1,101	134	780	187	-	-	336(53)	84	---
FUNDING SHARES: 80%-FED 19%-STATE 1%-LOCAL	ROW	420	-	-	420	-	-	144(53)	36	-E-
DESCRIPTION: Camden station in Baltimore to Union station in Washington D.C. and Brunswick M.D., to Union station in Washington D.C. Purchase and rehabilitate 10 diesel rail cars, 5 passenger diesel locomotives and 25 coaches. Install push-pull 5 cars in 4 cars. Station improvements.	CON	13,944	620	11,085	2,239	-	-	480	120	---
JUSTIFICATION: Station improvements to make rail service cost-effective by increasing train size and frequency, thereby attracting new passengers. To upgrade station and parking facilities to enhance the attractiveness of the service.	TOT	15,465	754	11,865	2,846	-	-			
Funding: Federal (UMTA Section 3) - 1237 MDOT - 2791 Counties - 302										

Commuter Rail Service (Under study)

Three other projects have been programmed in the TIP to improve commuter rail service, but local funding shares have not been established yet. One involves rehabilitation of seven stations served by Amtrak in Maryland, one involves study of the feasibility of new

service on the Conrail line, and one involves improvements to rolling stock and station facilities on the Conrail line.

Evidence of the commitment to study these improvements is provided by the following excerpts from the 1979-81 TIP and the TIP amendment sheet on the following page.

PROJECT (79-81 TIP, page 213)	PHASE	PROJECT COSTS IN THOUSANDS OF DOLLARS						ANNUAL ELEMENT		
		TOTAL COSTS	PREV EXPEND	FY 1979	FY 1980	FY 1981	FUTURE	FEDERAL FUNDS	MATCH FUNDS	777 789
AMTRAK STATION IMPROVEMENT PROGRAM 7082-124 CIP# NEW PROJECT DESCRIPTION: Rehabilitation of seven stations served by Amtrak in Maryland including Penn and Aberdeen stations in the Baltimore region. JUSTIFICATION: Upgrade stations and enhance the attractiveness of the service.	PP	-	-	-	-	-	-			
	PE	-	-	-	-	-	-			
	ROW	-	-	-	-	-	-			
	CON	840	-	420	-	-	420			
	TOT	840	-	420	-	-	420			
Funding: Amtrak - 504 MDOT - 168 Counties - 168										
CONRAIL COMMUTER RAIL IMPROVEMENTS 7082-126 CIP# NEW PROJECT FUNDING SHARES: 0X-FED 100X-STATE 0X-LOCAL DESCRIPTION: The project involves a staging study of commuter rail service on the Conrail line between Havre Le Grace and Baltimore and between Odenton and Baltimore. JUSTIFICATION: The Baltimore Region Phase II Transit Study has investigated the feasibility of implementing commuter rail service in the Baltimore Region and has determined that service may be feasible on the Conrail line. The Transportation Steering Committee has recommended that additional study of commuter rail service be completed to determine its potential.	PP	100	-	100	-	-	-			
	PE	-	-	-	-	-	-			
	ROW	-	-	-	-	-	-			
	CON	-	-	-	-	-	-			
	TOT	100	-	100	-	-	-			
Funding: MDOT - 100										

Carpooling and Vanpooling

Improved efforts to encourage the formation of carpools and vanpools are part of the FY 79 Unified Work Program. The UWP calls for better coordination between city and state COMPUTERIDE (carpool matching) programs, investigation of a multiple-vehicle approach for the VANGO corporation, and better outreach and evaluation procedures for all ride-sharing efforts. A new dimension will be added by the Subscription Bus Study,

which will investigate the feasibility of bus pools to employment centers from outlying residential areas. As evidence of the region's commitment to these efforts, the UWP specifies \$40,000 in support of VANGO, \$240,000 for the City-State COMPUTERIDE operation, and \$9,000 for the Subscription Bus Study. Funds will be provided by FHWA planning and research funds (\$71,200), FHWA Urban Systems funds (\$180,000), and MDOT (\$37,800).

1979-1981 Baltimore Region Transportation Improvement Program
Amendment

FOR R.P.C. USE
Amendment C-9
TIP Ref.
TIP Page

Implementing Agency
or Jurisdiction MDOT Commuter Rail

C.I.P. #

Project Name or
Route Number CONRAIL Service Capital Improvements

Project Descript-
ion and Limits
or Changes in Same.

Purchase and rehabilitation of 13 used electric rail passenger cars for use in passenger service between Baltimore and Washington. Station improvements to platforms, buildings, and parking lots will be made at stations along route.

Justification of
Project or Change
in Project

To make the Conrail commuter rail service more cost-effective by operating state-owned, high capacity cars, thus reducing the levels of subsidy per passenger. This would also eliminate the need for continual lease of rail cars.

Funding Shares of		Funds Previously Expended	Anticipated Expenditures in \$1,000's				Proposed Federal Obligations Annual Element FY 1979			
Total Costs	Total Costs		FY 1979	FY 1980	FY 1981	Balance to Complete	Federal Funds Category	Amount	Matching Funds Source	Amount
Fed. 2880	PP									
State 320	PE									
Local 400	ROW								Local	400
Other	Const. 3600	0		1200	2400	0	S3	2880	MDOT	320
Total 3600	Total 3600	0		1200	2400	0	S3	2880		720

Preferential Parking for Ridesharing

Since August of 1977, the City of Baltimore has opened two additional parking lots beneath the Jones Falls Expressway (at Holiday/Saratoga and Guilford/Pleasant). One hundred of the spaces

in these lots have been reserved for cars having an occupancy of three or more. The City of Baltimore has agreed to commit 35 percent of the available off-street parking spaces for carpools, with no fewer than 300 spaces available at any time.

Bus Service Improvements

The region is committed to a number of actions that will permit bus service to continue and make it more attractive to additional riders. Many of them are ongoing activities carried on by the Mass Transit Administration as part of its

operating budget. Others have a specific identity and are included in the TIP. The following excerpts from the 1979-1981 TIP will serve as evidence of projects being implemented by MTA, Howard County, and the City of Annapolis.

PROJECT (79-81 TIP, page 135)	PHASE	PROJECT COSTS IN THOUSANDS OF DOLLARS						ANNUAL ELEMENT		
		TOTAL COSTS	PREV EXPEND	FY 1979	FY 1980	FY 1981	FUTURE	FEDERAL FUNDS	MATCH FUNDS	777 789
OPERATING ASSISTANCE TO RTA BUS SYSTEM 4061-096 CIPs FY-1978 TIPs RTA-52 TOTAL FUNDING SHARES: 50%-FED 50%-ST 0%-LOC DESCRIPTION: The operating assistance will be applied to the entire metropolitan transit system which serves Baltimore City and parts of Baltimore and Anne Arundel Counties. Estimated operating revenues for FY 79, 80 and 81 are \$31.4, \$31.5, and \$31.6 million. Estimated operating costs are \$58.6, \$68.8, and \$71.6 million, giving estimated deficits of \$27.5, \$33.3 and \$40 million.		130,007	66,768	30,731	32,508	-	-	15,365 95	15,366	--E
								Funding: Federal (UMTA Section 5) - 65,003 MTA - 65,004		
ADDITIONAL BUS STOP SHELTERS 4062-119 CIPs NEW PROJECT TOTAL FUNDING SHARES: 80%-FED 20%-ST 0%-LOC DESCRIPTION: Purchase and installation of additional bus stop shelters. JUSTIFICATION: Will provide for more passenger amenities in the transit district.		100	-	-	-	25	75	Funding: Federal (UMTA Section 3) - 80 MTA - 20		

(79-81 TIP, page 136)

BUS REPLACEMENT PROGRAM	4063-104									
CIP#	FY-1978 TIP#	NTA-59	36,846	-	5,806	9,200	10,400	11,440	9,360	53
TOTAL FUNDING SHARES:		80%-FED	20%-ST	0%-LOC					1,840	022
DESCRIPTION:		Purchase of 240 buses.								
JUSTIFICATION:		To replace old buses beyond their useful and efficient lives.								
RADIO COMMUNICATIONS UPDATE	4062-105									
CIP#	FY-1978 TIP#	NTA-60	500	-	300	100	-	-	320	53
TOTAL FUNDING SHARES:		80%-FED	20%-ST	0%-LOC					80	--E
DESCRIPTION:		Fixed equipment, components for buses to be purchased and complementary components for RTA radio room.								
JUSTIFICATION:		Will improve the capabilities of existing radios on NTA buses and equipment in the central radio room.								
						</				

Howard County

PROJECT (79-81 TIP, page 117)	PHASE	PROJECT COSTS IN THOUSANDS OF DOLLARS						ANNUAL ELEMENT		
		TOTAL COSTS	PREV EXPEND	FY 1979	FY 1980	FY 1981	FUTURE	FEDERAL FUNDS	MATCH FUNDS	777 789
OPERATING ASSISTANCE PROGRAM 1661-071 CIP# NO-1 NEW PROJECT TOTAL FUNDING SHARES: 0%-FED 100%-ST 0%-LOC DESCRIPTION: Provide operating assistance funds to current bus operations within the new town of Columbia and Ellicott City. JUSTIFICATION: Improve public transportation within Howard County. Without assistance, operations within Columbia would be significantly reduced due to increasing operating expenses. Funds will allow the operations within Ellicott City to continue.		563	263	95	100	105	-			
BUS SHELTER PROJECT 1662-072 CIP# C-9-0161 NEW PROJECT TOTAL FUNDING SHARES: 80%-FED 15%-ST 5%-LOC DESCRIPTION: Purchase of eleven bus shelters. The funds shown are carried over from a request made by amendment B-31 in FY 78. JUSTIFICATION: A portion of the new shelters will replace existing shelters in poor condition. The remaining shelters will be placed along existing transit routes in Columbia and Ellicott City.	PP PE ROW CON TOT	- - - 60 60	- - - - -	- - - 60 60	- - - - -	- - - - -	- - - - -	- - - 48 53 58	- - - 12 12	--- --- --- -EE
BUS REPLACEMENT PROJECT 1663-073 CIP# C-9-0160 FY-1978 TIP# NONE DESCRIPTION: Purpose of the project is to purchase twelve new transit buses ranging in capacity from 30 to 60 passengers. FY 79 funds requested include \$360,000 carried over from the FY 78 annual element. They entered as part of amendment B-31, which called for five buses and the eleven shelters in the preceding project. JUSTIFICATION: Buses will replace current equipment in an attempt to reduce average vehicle age of fleets of several operators in Howard County. An overall reduction in maintenance costs will be achieved.		1,180	-	1,180	-	-	-	944 53	236	-EE
								Funding: Federal (UMTA Section 3) - 48 MTA - 9 Howard County - 3		
								Funding: Federal (UMTA Section 3) - 949 MTA - 177 Private - 59		

Annapolis

The 1979-81 TIP was amended to include a bus project in which the City of Annapolis purchased the assets of the Arundel Bus Company and made application to purchase three replacement buses. The project is programmed to receive 80 percent UMTA Section 3 funding amounting to \$212,000. The 20 percent share is to be paid by the Maryland Department of Transportation (15 percent - \$40,000) and the City of Annapolis (5 percent - \$13,000). Evidence of the commitment of Annapolis to the operation of bus service is provided by the attached TIP amendment sheet and by the resolutions and ordinance in the appendix.

1979-1981 Baltimore Region Transportation Improvement Program
Amendment

FOR R.P.C. USE
Amendment C-2
TIP Ref.
TIP Page

Implementing Agency
or Jurisdiction

City of Annapolis

C.I.P. #

Project Name or
Route Number

Annapolis Bus Capital Improvements

Project Descript-
ion and Limits
or Changes in Same.

Acquire assests of the Arundel Bus Company and replacement of three buses.

Justification of
Project or Change
in Project

To maintain existing bus fleet and level of local transit service pending the update of the Annapolis Transit Development Program (TDP).

Funding Shares of		Funds Previously Expended	Anticipated Expenditures in \$1,000's			Proposed Federal Obligations			
Total Costs	Total Costs -		FY 1979	FY 1980	FY 1981	Balance to Complete	Federal Funds Category Amount	Matching Funds Source Amount	Annual Element FY 1979
Fed. 212	PP								
State 40	PE								
Local 13	ROW								
Other	Const. 265	0	25	240				Annapolis 38	
Total 265	Total 265	0	25	240			S3 212	MDOT 15	
							S3 212		53

Bus Service Improvements (Under Study)

Feeder Bus Study

A study to determine the optimum bus system to feed the Baltimore Region Rapid Transit when its first segment opens in 1982 is underway. Called the Feeder Bus Study, it involves the MTA, RPC, and a private consultant. The study comprises

nine tasks and is scheduled to be completed during FY 1980. The Unified Work Program commits \$147,500 to the study for FY 79. Of this, \$118,000 (80 percent) will be provided by UMTA Section 9 funds and the remaining \$29,500 by MTA.

Preferential Treatment of High-Occupancy Vehicles

As part of the TSM Development Project, MTA and Baltimore City are conducting a study of problems that stand in the way of maintaining schedule reliability in the MTA system. It will also propose alternative solutions for these problems, such as exclusive lanes for buses. The

FY 79 funding for the project is provided by UMTA (\$13,600), FHWA (\$27,200), and MTA (\$10,200). Participating in the study are the City of Baltimore (\$20,000), Baltimore County (\$1,000), and MTA (\$30,000).

Anne Arundel County Studies

The FY 79 Unified Work Program includes a project to study transportation improvements, including mass transit, that will be consistent with the Anne Arundel County Master Plan. The project, which

will be carried out by Anne Arundel County, is supported in FY 79 by FHWA planning and research funds (\$9,000) and County funds (\$2,300).

Harford County Transportation Study

The FY 79 Unified Work Program includes a project to prepare a long- and short-range multi-modal transportation plan for Harford County. Harford County, MDOT, and RPC are participating in

the study, which will be completed in FY 80. Funding for FY 79 is provided by UMTA (\$19,100), FHWA (\$31,000), and MDOT (\$12,500).

Howard County Studies

The recommendations of the Howard County Transit Study are being carried forward by investigating the feasibility of feeder bus service for rail commuters and demand-responsive transit service

for residents of Howard County. Howard County is carrying out the study, supported in the FY 79 Unified Work Program by FHWA planning and research funds (\$9,000) and County funds (\$17,000).

Baltimore City Bus Priority
Signalization Study

As evidenced by the following excerpt from the 1979-81 TIP, the City

of Baltimore has programmed a bus signal preemption study for FY 1981.

PROJECT (1979-81 TIP, page 31)	PHASE	PROJECT COSTS IN THOUSANDS OF DOLLARS						ANNUAL ELEMENT		
		TOTAL COSTS	PREV EXPEND	FY 1979	FY 1980	FY 1981	FUTURE	FEDERAL FUNDS	STATE FUNDS	FY 77 789
BUS PRIORITY SIGNALIZATION STUDY 1209-138	PP	50	-	-	-	50	-			
CIP# 236-011 NEW PROJECT	PE	-	-	-	-	-	-			
TOTAL FUNDING SHARES: 50% FED 50% ST 100% LOC	ROW	-	-	-	-	-	-			
DESCRIPTION: Study the feasibility of using a system of detectors to give buses signal pre-emption capability.	CON	-	-	-	-	-	-			
JUSTIFICATION: Study is necessary to determine the cost effectiveness of this program. Experiences in other cities have produced mixed results.	TOT	50	-	-	-	50	-			

III. MEASURES FOR CLEANER VEHICLES

III. MEASURES FOR CLEANER VEHICLES

Inspection and Maintenance of Motor Vehicles

As evidenced by the attached resolution from the Regional Air Quality Task Force (see appendix), the Regional Planning Council is committed to requesting the Governor of the State of Maryland to recommend the legislative enactment of motor vehicle emissions inspection and maintenance.

The following schedule for adoption and implementation of inspection and maintenance in the State is anticipated:

Fall 1978	I & M Plan endorsed by State and local jurisdictions.
Fall 1978	Governor to include I & M in legislative package to General Assembly.
Winter 1978-1979	I & M activity reviewed by Maryland General Assembly.
January-March 1979	I & M legislation to be considered for enactment by General Assembly.
Spring 1979	Governor to sign legislation if any enacted Inspection and Maintenance Law conforms to his recommendations.
1982	Inspection/Maintenance Program to start operation.

IV. MEASURES TO REDUCE
CONGESTION-RELATED EMISSIONS

IV. MEASURES TO REDUCE CONGESTION-RELATED EMISSIONS

Traffic Flow Improvements (Coordination of Traffic Signals)

The jurisdictions in the Baltimore Region have taken steps to increase the number of traffic signals in coordinated systems. The following excerpts from the 1979-1981 regional Transportation Improvement Program (TIP) give evidence of the commitment of Anne Arundel County, the City of Baltimore, and Baltimore County to program the coordination of additional traffic signals. As was previously discussed, the schedules for implementation in the TIP are subject to changes in established priorities and to the continued availability of local and Federal funding. The City's program indicates that considerable funds were budgeted for the project prior to this fiscal year.

However, the implementation of the improvement began after August 1977.

The Anne Arundel County TIP project exhibited contains projects in addition to coordinated traffic signals. If signal-coordination projects are treated separately, they represent a commitment of \$106,000, \$7,000 of which is scheduled for FY 81 and the remainder for FY 82-84.

Baltimore County's signals and traffic project also contains improvements in addition to placing 5-10 signals per year on coordinated systems. Baltimore County's present system has a capacity of 100 signals. Since 66 signals are already on the system, only 34 more can be added.

Anne Arundel County

PROJECT (79-81 TIP, page 27)	PHASE	PROJECT COSTS IN THOUSANDS OF DOLLARS						ANNUAL ELEMENT		
		TOTAL COSTS	PREV EXPEND	FY 1979	FY 1980	FY 1981	FUTURE	FEDERAL FUNDS	MATCH FUNDS	777 789
SIGNALIZATION 1105-525										
CIP# 236-003 FY-1978 TIP# AA-2	PP	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SHARES: 0%-FED 0%-ST 100%-LOC	PE	-	-	-	-	-	-	-	-	-
DESCRIPTION: Installation of new, or improved, signals or signal controls in Anne Arundel County.	ROW	-	-	-	-	-	-	-	-	-
	COM	238	53	29	36	21	99	-	-	29
	TOT	238	53	29	36	21	99	-	-	29

City of Baltimore

(79-81 TIP, page 37)

CONTROL SYSTEM MODERNIZATION 1205-139										
CIP# 236-003 FY-1978 TIP# NONE	PP	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SHARES: 52%-FED 0%-ST 48%-LOC	PE	687	687	-	-	-	-	-	-	-
DESCRIPTION: Modernization of the city's traffic control system.	ROW	-	-	-	-	-	-	-	-	-
JUSTIFICATION: This system will control 950 signals and replace an obsolete nineteen year old system.	COM	7,613	6,713	900	-	-	-	-	-	-
	TOT	8,300	7,400	900	-	-	-	-	-	-

Funding: Federal (Urban Systems) - 4300
Baltimore City - 4000

Baltimore County

(79-81 TIP, page 73)

SIGNALS AND TRAFFIC - ALL DISTRICTS 1205-658										
CIP# 11.0 FY-1978 TIP# BCO-3		2,126	647	300	420	280	479	-	300	
TOTAL FUNDING SHARES: 0%-FED 0%-ST 100%-LOC										
DESCRIPTION: Construction of new signal systems and coordination of both existing and new systems in all districts.										
JUSTIFICATION: To improve safety and reduce congestion.										

Transportation Control Plan

Traffic Flow Improvements (Other)

The table below summarizes the funds which have been committed by the various jurisdictions in the region and by State Highway Administration in the 1979-81

TIP for traffic flow improvements other than the coordination of traffic signals. The numbers indicate total project costs in thousands of dollars.

	Anne Arundel	Balto. City	Balto. County	Carroll County	Harford County	Howard County
<u>TOPICS/TRAFFIC ENGINEERING</u>						
Local	132	2,944	6,304			
SHA	1,068			2,105	603	545
<u>BARRIERS/CHANNELIZATION</u>						
		13,147				
SHA	107		5,830			
<u>SIGNALS/MESSAGE SIGNS</u>						
Local		380				190
SHA			1,020			52
<u>INTERSECTIONS</u>						
Local		1,200				
SHA	18,190		215	246		9,420

Reduction of Extended Idling

A commitment to limit the extended idling of motor vehicles has been made by the State of Maryland in the form of

a new law dealing with right turn on red. A copy of the law, which went into effect in July 1978, is in the appendix.

Encouragement of Bicycling

A number of programs are underway in the region which will make bicycling a safer and more attractive mode of travel. The 1979-81 TIP contains two bikeway projects, as evidenced by the following excerpts. Baltimore County has programmed \$60,000 for FY 79 to be

used for bike-safe drainage grates on roadways, and Howard County has programmed a bikeway-pedestrian bridge across U.S. 29 in Columbia for construction during FY 79. Howard County will provide \$266,000 or 47 percent of the cost of the \$562,000 bridge.

Baltimore County

PROJECT (79-81 TIP, page 73)	PHASE	PROJECT COSTS IN THOUSANDS OF DOLLARS						ANNUAL ELEMENT		
		TOTAL COSTS	PREY EXPEND	FY 1979	FY 1980	FY 1981	FUTURE	FEDERAL FUNDS	MATCH FUNDS	777 789
BIKEWAYS 1603-051	PP	-	-	-	-	-	-	-	-	---
CIP# 5-294 FY-1978 TIP# BCO-11	PE	-	-	-	-	-	-	-	-	---
TOTAL FUNDING SHARES: 0%-PED 70%-ST 30%-LOC	ROW	-	-	-	-	-	-	-	-	---
DESCRIPTION: Construction of bicycle right-of-way and facilities in all districts.	CON	250	-	50	50	50	100	-	50	10-
JUSTIFICATION: This project improves general traffic safety for bicycles.	TOT	250	-	50	50	50	100	-	50	---

Funding: SNA - 175
Baltimore County - 75

Howard County

(79-81 TIP, page 111)

HOWARD COUNTY BIKEWAY SYSTEM 1603-051	PP	10	10	-	-	-	-	-	-	---
CIP# 5-7-3906 FY-1978 TIP# HO-10	PE	92	92	-	-	-	-	-	-	---
DESCRIPTION: First phase of an ultimate 8.5 mile bikeway system connecting Centennial County Park with Lake Elkhorn. Initial phase will construct links to several villages in Columbia and a bikeway bridge over U.S. Route 29. The project will receive 41 per cent Federal, 55 per cent County, and 4 per cent Private (Columbia association) funding.	ROW	4	4	-	-	-	-	-	-	---
JUSTIFICATION: U.S. Route 29 acts as a barrier to bicycle and pedestrian movements between the east and west sides of Columbia. Over 30 miles of class I bikeways exist within Columbia.	CON	700	138	562	-	-	-	296 U	266	---
	TOT	806	244	562	-	-	-	296	266	---

Funding: Federal (Urban Systems) - 332
Howard County - 440
Private - 34

Encouragement of Bicycling (Under Study)

A Regional Bikeways Study is part of the regional Unified Work Program for FY 79. It will receive \$31,000 in FHWA and MDOT funding in support of a number of projects, including a pilot project to implement and evaluate bicycle parking at activity centers in the region. The Bikeways Study also plans to obtain commitments to increase promotion of bicycling and bicycle education. Participants

in the study include the local jurisdictions, MDOT, and RPC.

As part of a region-wide effort to make roadways safer for cyclists, the State Highway Administration will continue to use bike-safe drainage grates and to consider bicycle-related improvements in new construction.

V. MEASURES TO REDUCE
AUTOMOBILE USE

Residential Permit Parking

A pilot residential permit parking plan was implemented in the Oakenshawe neighborhood of Baltimore City in April 1978. In order to permit extension of residential permit parking to other neighborhoods in the City, a proposed ordinance has been formulated to set forth the appropriate guidelines. A copy of the ordinance (City Council Bill #1691) is in the appendix. The bill has been introduced to the Council and assigned to committee; it awaits a hearing in the fall of 1978.

Implementation of other residential permit parking programs in the City will be contingent upon a bill such as #1691 establishing procedures and criteria for evaluating requests for residential permit parking from residential communities.

VI. OTHER MEASURES

VI. OTHER MEASURES

Land Use Management

The Regional Planning Council, in its General Development Plan adopted on December 18, 1977, called for a Basic Development Strategy involving orderly growth in sequence with the timely availability of adequate public services. Legislative bodies in the State of Maryland and in the Baltimore Region have taken definite steps toward curtailing the kind of random, scattered development that has occurred in the past.

As evidence of the commitment to control the future development of land within the Baltimore Region, the following bills are included in the appendix.

The Maryland Agricultural Land Preservation Program

Effective
July 1977

Anne Arundel County Growth Management Ordinance

Passed
7/17/78.
To be included
in Title
13 of
the Anne
Arundel
County
Code.

Baltimore County Bill
No. 12-77

Effective
4/16/77.
A new section 22-15.1 in the County Code, entitled "Master Plan--Interim Development Control Pending Plan Completion and Adoption."

Carroll County Zoning Ordinance Text Amendment T-43

Enacted
4/26/78.
Provides a new Article 6, creating an "A" agricultural district.

Public Education Campaign

At present, there are numerous health and transportation agencies in the Baltimore Region that are seeking to promote the awareness and understanding of air pollution problems or encourage the use of high-occupancy vehicles. However, most commuters, whose daily work trips in low-occupancy vehicles contribute so heavily to the region's air pollution, are well entrenched in their habits. A great deal of education and media exposure are required before these and other citizens turn to transportation modes and trips that are less polluting. The Regional Planning Council is in a good position to guide a coordinated air pollution awareness campaign in the Baltimore Region. It will accordingly apply for monies from the Environmental Protection Agency for a Clean Air Public Education Program. The program would be financed to the extent of \$75,000 to \$150,000 per year for the next several years, beginning in 1979 if EPA approval and funding is obtained.

VII. MEASURES TO BE STUDIED

VII. MEASURES TO BE STUDIED

RPC is committed to examining the remaining measures recommended for study, including those "reasonably available control measures" specified by Congress, under the work program for the 1982 TCP submission. The measures to be studied include exclusive lanes for buses and ridesharing vehicles, reduced transit fares, cleaner fleet vehicles, retrofit of emission control devices, cold start emission reduction programs, staggered or flexible work hours, encouragement of moped use, increased parking fees, increased fuel taxes, auto-free zones, road tolls, and episodic vehicle controls. The studies of these measures will be part of a comprehensive alternatives analysis to be carried out in accordance with EPA's Transportation Planning Guidelines and with the cooperation of the Maryland Department of Transportation, the Maryland Department of Health and Mental Hygiene, and the local jurisdictions in the region.

VIII. SUMMARY OF TCP
PROJECT COSTS
BY JURISDICTION

TCP PROJECTS IN CITY OF BALTIMORE
Project Costs in \$1,000's (FY 79 Costs in Parentheses)

PROJECTS FOR IMPLEMENTATION								
	FED. FHWA	FED. UMTA	MDOT MTA	MDOT SHA	MDOT SRA	CITY FUNDING	CITY STAFF PARTIC.	COUNTIES
South Baltimore Park- and-Ride Lot	228 (0)					108 (0)		
Gardenville Park-and- Ride Lot		100 (0)						
1-95/1-83 Park- and-Ride Lot	(990)					(110)		
Baltimore Region Rapid Transit-Section A		572,660 (221,949)	148,790 (55,977)					
Baltimore Region Rapid Transit-Section B (Owings Mills Extension- design only)		(9,069)	(2,267)					
B&O Commuter Rail Service		12,172 (480)	2,791 (0)					302 (120)
Carpools/Vanpools	(251.2)		(37.8)				(60)	
MTA Operating Assistance		65,003.5 (15,365.5)	65,003.5 (15,365.5)					
Additional Bus Stop Shelters		60	15					
Bus Replacement Program		29,477 (24,812)	7,369 (6,208)					
Radio Communications Update		(240)	(60)					
Control System Modernization	4,300 (600)					4,000 (300)		
Highway Safety Improvements	150/yr.					200/yr.		
I-83 Safety Improvements	11,046 (1,912)					1,466 (213)		
I-83 Traffic Surveillance	830 (90)					192 (10)		
Lane Reversal System						(250)		
Off-System Safety Projects	219 (23)					94 (8)		
Russell Street Barriers	(572)					(63)		
Topics Projects	231 (65)					78 (7)		
Traffic Signal Modernization Program						130 (0)		
Baltimore/Warwick Intersection						(100)		
Baltimore-Washington Parkway Ramp	770 (0)					330 (0)		

*Total project listed in 12/8/83 City Development Program. 100 spaces in these lots are dedicated to carpools.

TCP PROJECTS IN CITY OF BALTIMORE
Project Costs in \$1,000's (FY 79 Costs in Parentheses)

STUDIES

	FED. FHWA	FED. UMTA	MDOT MTA	MDOT SHA	MDOT SRA	CITY FUNDING	CITY STAFF PARTIC.	AMTRAK	COUNTIES
Baltimore Region Rapid Transit-Section II (North Central)		(128)	(32)						
Amtrak Station Improvements					168 (84)			504 (252)	168 (84)
Feeder Bus Study		(118)	(29.5)						
Preferential Treatment of High-Occupancy Vehicles	(27.2)	(11.6)	(10.2)				(20)		
Bus Priority Signalization						50			
Regional Bikeways Study	(24.8)			(6.2)			(4)		
Downtown People Mover		242 (194)				61 (48)			

TCP PROJECTS IN ANNE ARUNDEL COUNTY
Project Costs in \$1,000's (FY 79 Costs in Parentheses)

PROJECTS FOR IMPLEMENTATION

	FED. FHWA	FED. UMTA	MDOT MTA	MDOT SHA	MDOT SRA	A.A. COUNTY	COUNTY STAFF PARTIC.	ANNA- POLIS
3 Park-and-ride lots				185 (167)				
Annapolis Bus Capital Imp.		212 (20)	15 (1.25)					30 (3.75)
Coordination of signals						106 (0)		
Other traffic signals						132 (29)		
SHA Traffic Engineering 356				695				
Forest Drive Traffic Engineering				(17)				
U.S. 50 Pavement Marking	75 (21)			32 (9)				
Glen Burnie Bypass Intersection	6,120 (0)			680 (0)				
I-695/MD 295 Bridge	750 (405)			80 (45)				
I-695/MD 295 Intersection	8,280 (0)			920 (0)				
I-695/MD 3 Ramp	952 (161)			408 (69)				

STUDIES

Conrail Commuter Rail Improvements					(100)			
Conrail Service Capital Grant		2,880 (0)			320 (0)	To be determined		
Anne Arundel County Study	(9)					(2.3)	(11.3)	

TUP PROJECTS IN BALTIMORE COUNTY
Project Costs in \$1,000's (FY 79 Costs in Parentheses)

PROJECTS FOR IMPLEMENTATION

	FED. FHWA	FED. UMTA	MDOT MTA	MDOT SHA	MDOT SRA	BALTO. COUNTY	COUNTY STAFF PARTIC.
I-695/Wilkins Ave. Car- pool Facility	(51)			(6)			
I-83/Mt. Carmel Park- and-Ride Lot	203 (23)			23 (3)			
Timonium Park-and- Ride Lot	2,039 (869)					226 (96)	
Lutherville Park-and- Ride Lot	441 (216)					49 (24)	
Baltimore Region Rapid Transit-Section B (Ex- tension to Owings Mills)		(9,069)	(2,267)				
B&O Commuter Rail Service		12,372 (480)	2,791 (0)			To Be Determined	
Signals and Traffic						2,126 (300)	
Topics Projects	3,972 (761)					2,332 (327)	
I-83 Median Barriers	114 (37)			46 (4)			
I-95 Median Barriers	576 (36)			64 (4)			
I-695 Median Barrier	4,230 (4,050)			470 (450)			
I-695 Median Barrier	297 (9)			33 (1)			
I-95 Variable Message Signs	288 (279)			32 (31)			
US 140 Signals	490 (21)			210 (2)			
York/Burke Inter- section	(70)			(30)			
I-695/Security Blvd. Ramp	(103)			(12)			
Bikeways				175 (35)		75 (15)	

STUDIES

Baltimore Region Rapid Transit-Section D (North Central)	0	(128)	(32)				
Preferential Treatment of High-Occupancy Vehicles	(27.2)	(13.6)	(10.2)				(1)
Regional Bikeways Study	(24.8)			(6.2)			(4)

TCP PROJECTS IN CARROLL COUNTY
Project Costs in \$1,000's (FY 79 Costs in Parentheses)

<u>PROJECTS FOR IMPLEMENTATION</u>							COUNTY STAFF PARTIC.
	FED. FHWA	FED. UMTA	MDOT MTA	MDOT SHA	MDOT SRA	CARROLL COUNTY	
Fringe Carpool Lots				28 (0)			
Traffic Engineering	66 (28)			2,039 (12)			
MD 27/Railroad Avenue Intersection				256 (35)			

TCP PROJECTS IN HARTFORD COUNTY
Project Costs in \$1,000's (FY 79 Funds in Parentheses)

<u>PROJECTS FOR IMPLEMENTATION</u>							COUNTY STAFF PARTIC.
	FED. FHWA	FED. UMTA	MDOT MTA	MDOT SHA	MDOT SRA	HARTFORD COUNTY	
Fringe Carpool Lots				90 (0)			
Traffic Engineering				604 (404)			

STUDIES

Hartford County Transportation Study	(31)	(19.1)		(12.5)			(59.6)
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TCP PROJECTS IN HOWARD COUNTY
Project Costs in \$1,000's (FY 79 Costs in Parentheses)

<u>PROJECTS FOR IMPLEMENTATION</u>							HOWARD COUNTY FUNDS	COUNTY STAFF PARTIC.	PRIVATE
	FED. FHWA	FED. UMTA	MDOT MTA	MDOT SHA	MDOT SRA				
Ridesharing Lots				(106)					
BSO Commuter Rail		12,372 (480)			2,791 (0)	15 (9)			
Transit Operating Assistance			563 (95)						
Bus Shelter Project		(48)	(9)			(3)			
Bus Replacement Project		(944)	(177)						(59)
Signalization Control and Improvements						115			
Traffic Signalization				(16)		(36)			
Traffic Engineering	(43)			502 (12)					
US29/MD 108 inter- change	6,594 (42)			2,826 (18)					
Bikeway System	332 (296)					440 (266)			34

STUDIES

Howard County Studies	(9)					(17)		(26)	
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IX. SUMMARY OF STATE
COMMITMENTS

STATE FUNDING COMMITMENTS IN 1978 TCP
Project Costs in \$1,000's (FY 79 Funds in Parentheses)

	TOTAL FUNDS COMMITTED	PROJECTS FOR IMPLEMENTATION					
		FHWA	UMTA	MDOT MTA	MDOT SHA	MDOT SRA	MDOT STAFF PARTIC.
Anne Arundel Park-and-Ride Lots	185				185		
					(167)		
1-95/1-83 Park-and-Ride Lot	1,100	(990)			(110)		
1-695/Wilkens Carpool Facility	61	(51)			(6)		
1-83/Mt. Carmel Park-and-Ride Lot	226	203			23		
		(23)			(3)		
Carroll County Fringe Carpool Lots	28				28		
					(0)		
Harford County Carpool Lot	50				50		
					(0)		
Howard County Ridesharing Lots	106				106		
					(0)		
Carpools/Vanpools		(251.2)		(37.8)			
Baltimore Region							(189)
Rapid Transit -							
--Section A	721,450		572,660	148,790			
			(223,909)	(55,977)			
--Section B	11,336		(9,069)	(2,267)			
--Section D	620		496	124			
			(128)	(32)			
B&O Commuter Rail	15,465		12,372			2,791	
			(480)				
MTA Operating Assistance	130,007		65,003.5	65,003.5			
			(15,365.5)	(15,365.5)			
MTA Additional Bus Stop Shelters	100		80	20			
			(0)	(0)			
MTA Bus Replacement Program	36,846		29,477	7,369			
			(24,832)	(6,208)			
MTA Radio Communications	500		400	100			
			(320)	(80)			
Howard County Bus Operating Assistance	563			563			
				(45)			
Howard County Bus Shelters	60		(48)	(9)			
Howard County Bus Replacement	1,180		(944)	(177)			
Annapolis Bus Capital Improvements	265		(212)	(15)			
Traffic Flow Improvements in Anne Arundel County	19,365	16,533			2,832		
Traffic Flow Improvements in Baltimore County	7,065		6,168		897		
			(4,605)		(576)		
Traffic Flow Improvements in Carroll County	2,351	66			2,285		
		(28)			(47)		
Traffic Flow Improvements in Harford County	603				603		
					(409)		
Traffic Flow Improvements in Howard County	10,017	6,637			3,344		
		(85)			(28)		

STATE FUNDING COMMITMENTS IN 1978 TCP
Project Costs in \$1,000's (FY 79 Funds in Parentheses)

	TOTAL FUNDS COMMITTED	PROJECTS FOR IMPLEMENTATION					
		FHWA	UMTA	MDOT MTA	MDOT SHA	MDOT SRA	MDOT STAFF PARTIC.
Baltimore County Bike- way	260				182		
<u>STUDIES</u>							
Amtrak Station Improve- ment	840					168	
Conrail Commuter Rail Staging Studies	100					(100)	
Conrail Service Capital Improvements	3,600		2,880			320	
Carpool/Vanpools		(251.2)		(37.8)			MTA (189)
Feeder Bus Study	(147.5)		(118)	(29.5)			MTA (115)
Preferential Treatment of High-Occupancy Vehicles	(51)	(27.2)	(13.6)	(10.2)			MTA (30)
Harford County Transporta- tion Study	(62.6)	(31)	(19.1)	(12.5)			MTA (1.5)
Regional Bikeways Study	(31)	(24.8)			(6.2)		

APPENDIX: LEGAL DOCUMENTS

R-25-78

RESOLUTION

A RESOLUTION authorizing the filing of an application with the Department of Transportation, United States of America, for a grant under the Urban Mass Transportation Act of 1964, as Amended.

WHEREAS, the Secretary of Transportation is authorized to make grants for mass transportation projects; and

WHEREAS, the contract for financial assistance will impose certain obligations upon the applicant, including the provision by it of the local share of project costs; and

WHEREAS, it is required by the U. S. Department of Transportation in accord with the provisions of Title VI of the Civil Rights Act of 1964, that in connection with the filing of an application for assistance under the Urban Mass Transportation Act of 1964, as Amended, the applicant give an assurance that it will comply with Title VI of the Civil Rights Act of 1964 and the U. S. Department of Transportation requirements thereunder; and

WHEREAS, it is the goal of the Applicant that minority business enterprise be utilized to the fullest extent possible in connection with this project, and that definitive procedures shall be established and administered to ensure that minority businesses shall have the maximum feasible opportunity to compete for contracts when procuring construction contracts, supplies, equipment contracts, or consultant and other services.

NOW THEREFORE:

BE IT RESOLVED BY THE MAYOR AND ALDERMEN OF THE CITY OF ANNAPOLIS:

1. That Mayor John C. Apostol is authorized to execute and file an application on behalf of the Mayor and Aldermen of the City of Annapolis with the U. S. Department of Transportation, to aid in the financing of a capital improvement project to operate

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OF ANNAPOLIS
MAYORAL BUILDING
ANNAPOLIS, MD. 21401

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0-18-78, Page 2

ARTICLE XIII. CITY BUS SYSTEM

Sec. 2-66. Establishment.

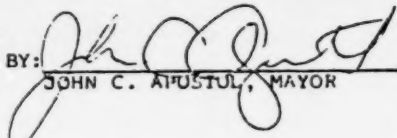
The mayor and aldermen may establish a bus system within the city. The said bus system may be operated by city employees or the same may be leased by the city to a private contractor.

SECTION II: AND BE IT FURTHER ESTABLISHED AND ORDAINED BY THE MAYOR AND ALDERMEN OF THE CITY OF ANNAPOLIS that this Ordinance shall take effect upon the date of its passage.

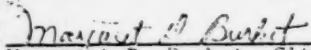
ADOPTED this 17th day of April, 1978.

THE MAYOR AND ALDERMEN OF THE
CITY OF ANNAPOLIS

BY:


JOHN C. APOSTOL, MAYOR

ATTEST:


Margaret D. Burket, City Clerk

CERTIFIED A TRUE COPY


Margaret D. Burket, City Clerk
4-18-78

Bus Service Improvements

R-25-78, Page 2

a bus service within the City and to purchase tangible assets needed to operate the bus system.

2. That Mayor John C. Apostol is authorized to execute and file with such application an assurance or any other document required by the U. S. Department of Transportation effectuating the purposes of Title VI of the Civil Rights Act of 1964.

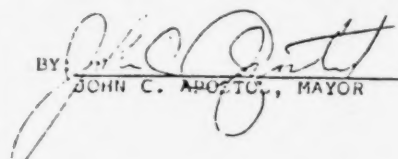
3. That Fred Greene, Planning and Zoning Director, is authorized to furnish such additional information as the U. S. Department of Transportation may require in connection with the application or the project.

4. That the said John C. Apostol, Mayor, on behalf of the Mayor and Aldermen of the City of Annapolis aforesaid, is likewise delegated the authority to receive and accept grant funds in the name of and for the account of the Mayor and Aldermen of the City of Annapolis and to execute contracts and other documentation as is necessary to give validity to the receipt and acceptance of said grant funds including the assumption by the City of Annapolis of such obligations as may be legally necessary to give effect to grant applications and the receipt and acceptance of grant funds.

5. That the Mayor and Aldermen of the City of Annapolis is authorized to set forth and execute affirmative minority business policies in connection with the project's procurement needs.

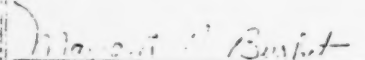
ADOPTED this 1st day of April, 1978.

THE MAYOR AND ALDERMEN OF THE
CITY OF ANNAPOLIS

BY: 

JOHN C. APOSTOL, MAYOR

ATTEST:


Margaret D. Purket, City Clerk

OFFICE OF LAW
CITY OF ANNAPOLIS
MUNICIPAL BUILDING
ANNAPOLIS, MD. 21401

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R-25-7B, Addendum

CERTIFICATE

The undersigned duly qualified and acting City Clerk of the City of Annapolis certifies that the foregoing is a true and correct copy of a resolution, adopted at a legally convened meeting of the Mayor and Aldermen of the City of Annapolis, Maryland held on April 17, 1978.

Margaret D. Burket
Margaret D. Burket, City Clerk

April 18, 1978

OFFICE OF LAW
CITY OF ANNAPOLIS
CITY OF ANNAPOLIS
CITY OF ANNAPOLIS
ANNAPOLIS MD 21401

By: Mayor Apostol

R-46-78

RESOLUTION

A RESOLUTION to authorize the Mayor and Aldermen to accept a grant under the program of state financial assistance for a program of public transportation for fiscal years 1977-1978 and 1978-1979, and all matters relating generally thereto.

WHEREAS, the Mayor and Aldermen has submitted to the Maryland Department of Transportation applications for financial assistance for a program of public transportation; and

WHEREAS, the aforesaid Department has approved the City's program for public transportation projects as described in its applications; and

WHEREAS, it is necessary that the City execute a non-urbanized area public transportation operating assistance grant agreement.

NOW THEREFORE:

BE IT RESOLVED BY THE MAYOR AND ALDERMEN OF THE CITY OF ANNAPOLIS that it hereby authorizes the acceptance of grants and further authorizes the execution of the non-urbanized area public transportation operating assistance grant agreements by the City in accordance with the terms stated therein. A copy of said agreements for fiscal years 1977-1978 and 1978-1979 are attached hereto and made a part hereof.

ADOPTED this 17th day of July, 1978.

THE MAYOR AND ALDERMEN OF THE
CITY OF ANNAPOLIS

BY: John C. Apostol
JOHN C. APOSTOL, MAYOR

ATTEST:

Margaret D. Burket
Margaret D. Burket, City Clerk

City System Board

0-18-78

ORDINANCE

AN ORDINANCE to add one (1) new Article and Section to Chapter 2 of the Code of the City of Annapolis (1969 Edition and Supplements), title "ADMINISTRATION", to follow Section 2-65, to be known as "Article XIII. City Bus System", Section 2-66, for the purpose of authorizing the establishment of a Municipal Bus Service within the City of Annapolis and all matters relating generally thereto.

WHEREAS, the Mayor and Aldermen wish to establish a bus system within the City; and

WHEREAS, Article 23A, Section 2 (7) of the Annotated Code of Maryland authorizes the City to provide, maintain and operate such community services for the preservation and promotion of the health, recreation, welfare and enlightenment of the inhabitants and

WHEREAS, there is an absolute need for the bus service as the private bus company is going out of business, leaving the City without bus service; and

WHEREAS, there are many persons who rely on buses as transportation and have no other means of transportation; and

WHEREAS, Section 29 of the Charter of the City authorizes the passage of ordinances for providing and serving the good government of the City.

NOW THEREFORE:

SECTION 1: BE IT ESTABLISHED AND ORDAINED BY THE MAYOR AND ALDERMEN OF THE CITY OF ANNAPOLIS that one (1) new Article and Section be added to Chapter 2 of the Code of the City of Annapolis (1969 Edition and Supplements), title "ADMINISTRATION", to follow Section 2-65, to be known as Article XIII. City Bus System", and Section 2-66, and to read as follows:

REGIONAL AIR QUALITY TASK FORCE

RESOLUTION

Endorsing the Establishment Of A Vehicle Emission Inspection and Maintenance Program.

WHEREAS, the Clean Air Act, as amended by the Clean Air Act Amendments of 1977, P.L. 95-95 (hereinafter called the "Act"), requires that in certain areas which do not meet national ambient air quality standards (non-attainment areas), a revised transportation control element of the State's implementation plan must be prepared; and

WHEREAS, the Baltimore Region is such a non-attainment area because of excessive levels of photochemical oxidants and carbon monoxide and, therefore, is required to develop a revised transportation control element of the State's implementation plan; and

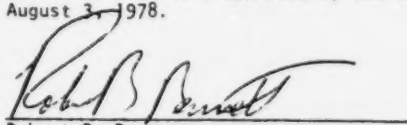
WHEREAS, section 172(b)(11)(B) of the "Act" requires the State to include as a part of its implementation plan a specific schedule for implementation of a vehicle emission inspection and maintenance program; and

WHEREAS, the Subcommittee has reviewed sufficient material to conclude that a motor vehicle inspection and maintenance program can be an effective measure for the reduction of mobile source related pollutants and to enable it to make specific recommendations concerning motor vehicle emission inspection and maintenance programs;

NOW THEREFORE BE IT RESOLVED by the Regional Air Quality Task Force, as follows:

1. Establishment of a State-wide Motor Vehicle Emissions Inspection and Maintenance Program is an essential requirement for the improvement of air quality in the State.
2. The State of Maryland is encouraged to enact appropriate legislation to ensure that such a program is instituted.
3. The program implemented by the State should meet the general intent of the specifications delineated in Attachment A which is made a part of this resolution.

I HEREBY CERTIFY that the above resolution was duly approved by the Regional Air Quality Task Force at its meeting of August 3, 1978.


Robert B. Bennett
Regional Air Quality Task Force

ATTACHMENT A

RECOMMENDED SPECIFICATIONS FOR A STATE-WIDE I&M PROGRAM

1. All motor vehicles under 8500 lbs. GVW registered in the State of Maryland will be required to undergo annual emissions inspection beginning no later than January 1, 1982. Consideration will be given to the I&M of all vehicles with a GVW of greater than 8500 lbs.
2. Motor vehicles failing to meet established standards after January 1, 1983, will be required to undergo maintenance necessary to achieve these standards and to pass a reinspection. An initial demonstration period of one year for voluntary compliance is suggested to familiarize motorists and operators with the program.
3. Inspections will be designed to check pollutant emission levels with respect to standards established by the State.
4. Inspection fee will be borne by the vehicle owner and will include one free retest, for cases when the vehicle fails the initial inspection. This fee should not exceed a reasonable upper limit established by State Law and should be set so as to cover the program costs. The program, thereby will be self-supporting.
5. Emissions inspections will be conducted at inspection stations operated by a contractor to the State. This contractor will be selected through approved, standard contractor selection procedures.
6. Contract operations will be supervised by the State who will provide for quality control measures, such as routine calibration and inspection of all equipment and auditing of inspection results. In addition, the State will be responsible for scheduling inspections in such a manner as to insure a steady flow of motorists to the stations.
7. Inspection stations should be located within easy access to the public and in such manner that every resident of the affected jurisdictions can reach a station within a reasonable time. Fifteen minutes driving distance should be viewed as a goal in the urban area.
8. Although the recommended program calls for emission inspections of light and medium duty vehicles, inspection lanes should be designed such that they can accommodate heavy duty vehicles and facilities for safety-oriented inspections at some future date.
9. The program should provide for repair cost limits, that is, maximum amounts that vehicle owners must be required to spend for maintenance on vehicles that fail inspections. These limits would be based on the value of the car. Vehicles that fail upon retest would be granted a waiver if the owner has spent the specified repair cost limit.

ATTACHMENT A - Page 2

10. It is suggested that the Maryland Department of Education make schools in the State aware of the need for additional qualified auto mechanics which will result from implementation of an I&M Program.
11. If an operator of twenty five or more vehicles establishes his own inspection and maintenance program capable for meeting all criteria established by the State enforcement agency then that operator shall be exempted from having inspections conducted at designated state inspection stations. The designated state enforcement agency shall be responsible for monitoring such exemptions.
12. Provisions should be made for monitoring emissions reductions attributable to the program. Such monitoring should not be carried out by the operator of the program.
13. Enabling legislation should contain a sunset clause which will require active assent by the General Assembly to continue the program after a period of five years.

§ 21-202

TRANSPORTATION

Subtitle 2. Traffic Signs, Signals, and Markings.

§ 21-202. Traffic lights with steady indication.

(d) *Steady red indication.*

(2) Unless a sign prohibiting a turn is in place, vehicular traffic facing a steady red signal, after stopping as required by paragraph (1) of this subsection, cautiously may enter the intersection and make a right turn. If a sign permitting any other turn is in place, vehicular traffic facing a steady red signal, after stopping as required by paragraph (1) of this subsection, cautiously may enter the intersection and make the turn indicated by the sign. In each instance, this vehicular traffic shall yield the right-of-way to any pedestrian lawfully within an adjacent crosswalk and to any other traffic lawfully using the intersection. (1977, ch. 447.)

Effect of amendment. — Chapter 447, Acts 1977, effective July 1, 1978, substituted "Unless a sign prohibiting" for "If a sign permitting" at the beginning of sub-subsection (2) in subsection (d), substituted "and make a right turn" for "to make the turn indicated by the sign" at the end of the first sentence in that sub-subsection, added the second sentence therein and added "In each instance" at the beginning of the last sentence in the sub-subsection.

As the remainder of the section was not affected by the amendment, it is not set forth above.

As green light does not give driver the right, etc.

In those cases where a standing motorist has received a green signal authorizing him to lawfully proceed, he is nonetheless not authorized to enter the intersection, oblivious to other traffic and conditions then existing within that intersection. *Haraszi v. Klarman*, 277 Md. 234, 352 A.2d 833 (1976).

Rights of motorist facing yellow light. — The intent of the writers of the Uniform Vehicle Code, which must be imputed to the Maryland legislature, was to all but equate the rights of a motorist facing a yellow light to those of a motorist facing a green light. *Klarman v. Haraszi*, 24 Md. App. 483, 332 A.2d 291 (1975), *aff'd*, 277 Md. 234, 352 A.2d 833 (1976).

Subsection (c) (1) puts motorist on notice. — The clear import of subsection (c) (1) of this section is that a steady yellow signal puts a motorist on notice that a red signal is about to be displayed and warns him that he must be prepared to stop should the signal change to red before he enters the intersection. *Haraszi v. Klarman*, 277 Md. 234, 352 A.2d 833 (1976).

A motorist about to enter an intersection upon a yellow signal is forewarned under subsection (c) (1) of this section that the signal controlling his travel is about to turn red and that vehicles on the intersecting thoroughfare

are about to obtain a green signal authorizing them to lawfully proceed. *Haraszi v. Klarman*, 277 Md. 234, 352 A.2d 833 (1976).

Motorist facing yellow light is not directed to stop. — In this section, although a pedestrian facing a yellow light is directed to stop, a motor vehicle in such a position is not. *Klarman v. Haraszi*, 24 Md. App. 483, 332 A.2d 291 (1975), *aff'd*, 277 Md. 234, 352 A.2d 833 (1976).

While subsection (c) (2) of this section, directing a pedestrian not to "start to cross the roadway" contains a proscription, a motorist, under subsection (c) (1) of this section, is not required to attempt to stop upon a yellow signal. *Haraszi v. Klarman*, 277 Md. 234, 352 A.2d 833 (1976).

But may proceed through intersection. — A motorist facing a yellow light is entitled to enter the intersection and having thus entered the intersection legally is entitled to proceed through regardless of a change in the traffic signal from yellow to red during the course of his passage. *Klarman v. Haraszi*, 24 Md. App. 483, 332 A.2d 291 (1975), *aff'd*, 277 Md. 234, 352 A.2d 833 (1976); *Shaver v. Davis*, 34 Md. App. 672, 368 A.2d 1057 (1977).

Exercising due care. — Even though a motorist, facing a steady yellow light, may "lawfully" enter an intersection, he must nonetheless exercise due care when entering and traversing the intersection. *Haraszi v. Klarman*, 277 Md. 234, 352 A.2d 833 (1976).

Although this section permits a motorist, upon a steady yellow signal, to lawfully enter and drive through an intersection, nothing in the history of the adoption of subsection (c) (1) of this section suggests that such motorist is excused from the requirement of otherwise proceeding with due care in his entry and passage through an intersection. *Haraszi v. Klarman*, 277 Md. 234, 352 A.2d 833 (1976).

To the extent that the rights of a motorist proceeding on a steady yellow signal may be

equated with those of one proceeding on a green signal, each such motorist, although entitled lawfully to so proceed, must nonetheless

exercise due care in both entering, and in transiting, an intersection. *Haraszi v. Klarman*, 277 Md. 234, 352 A.2d 833 (1976).

Orlinsky (By Request of the Administration)

AN ORDINANCE TO ADD NEW SECTION 156 TO ARTICLE 31 OF THE BALTIMORE CITY CODE (1976 EDITION), TITLE "TRANSIT AND TRAFFIC," SUBTITLE "COMMISSIONER OF TRANSIT AND TRAFFIC," ESTABLISHING A RESIDENTIAL PERMIT PARKING PROGRAM AND RELATING GENERALLY THERETO.

SECTION 1. Be it ordained by the Mayor and City Council of Baltimore, that new Section 156 be and it is hereby added to Article 31 of the Baltimore City Code (1976 Edition), title "Transit and Traffic," subtitle "Commissioner of Transit and Traffic," to read as follows:

156. RESIDENTIAL PERMIT PARKING PROGRAM

A. PREAMBLE

The Mayor and City Council finds and declares that serious adverse effects in certain areas and neighborhoods of the City of Baltimore result from motor vehicle congestion, particularly long-term parking of motor vehicles on the streets of such areas and neighborhoods by non-residents thereof. The permit parking program herein established is intended to reduce hazardous traffic conditions resulting from the use of streets within these areas or neighborhoods by non-residents; to protect these areas and neighborhoods from polluted air, and also thereby assist in the attainment of national ambient air quality standards as required by the 1977 Amendments to the Clean Air Act of 1970; to protect these areas from excessive noise, and trash and refuse caused by the entry of such vehicles; to protect the residents of these areas from unreasonable burdens in gaining access to their residences; to preserve the character of those areas as residential districts; to preserve the value of the property in those districts; and to preserve the safety of children and other pedestrians and for the peace, good order, comfort, convenience and welfare of the inhabitants of the City.

B. DEFINITIONS

For the purposes of this Section the following terms shall have the meanings listed below:

1. "Residential area of district" shall mean a contiguous or nearly contiguous area containing public streets and highways or parts thereof primarily abutted by residential property or residential and non-business property including but not limited to schools, parks, churches, hospitals, and nursing homes;
2. "Residential Permit Parking Program Area" shall mean a residential area designated as herein provided wherein resident vehicles displaying a valid permit as described herein shall be exempt from parking time restrictions established pursuant to this Article;
3. "Motor vehicle" shall include an automobile, truck, motorcycle or other motor-driven form of transportation not in excess of 6,000 pounds gross weight;



4. "Household" shall all mean all persons occupying a single housing unit (house, apartment, group of rooms, or single room intended for occupancy as separate living quarters);
5. A "block face" shall refer to all of the properties on one side of a given street existing between two consecutive intersecting streets.
6. "Influence area" shall mean the area surrounding a non-residential facility in which it could reasonably be expected that non-resident motor vehicle owners or operates using the facility would seek parking spaces.
7. "Parking Management Plan" shall refer to a method specifically designed to address the identified parking needs of a clearly defined area through use of techniques such as a Residential Permit Parking Program, parking time restrictions, special meter zones, and one-way street patterns;
8. "Peak period" shall mean that time interval during which the highest percentage of overall parking utilization as well as non-resident parking occurs.

C. PROCEDURE FOR DESIGNATING RESIDENTIAL PERMIT PARKING AREAS

There is established a Residential Permit Parking Program designed to meet these needs which shall be available to all qualified residential areas or neighborhoods of the City which are zoned for residential use. In order to qualify for the Program such areas or neighborhoods must meet the criteria set forth herein or any additional criteria to be established by the Commissioner of Transit and Traffic under his charter rule-making powers and consistent with the objective guidelines and standards of this ordinance. Such areas shall be established only after a successful completion of the procedure outlined herein. This procedure shall be as follows:

1. Petition

In order to be considered for a Residential Permit Parking Program, a neighborhood group, group of residents or community association must submit a petition to the Commissioner of Transit and Traffic (The Commissioner) containing the signature of an adult member of at least sixty (60) percent of the households in the residential area. Petitions will only be considered for areas which contain at least ten (10) adjacent block faces or one hundred (100) curb parking spaces. Petitions from smaller areas shall be considered if the area is completely surrounded by commercial, industrial or institutional uses. The boundaries of and the streets within the proposed permit parking area must be clearly identified on each page of the petition. A cover letter explaining the reason for the request and containing the boundaries of streets within the proposed permit parking area should accompany the petition.

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2. Parking Study

Upon receipt of a valid petition, the Commissioner shall request the Department of Planning to conduct a parking study within, but not limited to, the area identified in the petition. Additional areas may be included in the survey to cover other known parking congestion nearby and the "influence areas" of known parking generators.

A Residential Permit Parking Program will be considered further if the results of the study demonstrate that both of the following criteria are satisfied:

- a. At least 80% of the curb parking spaces in an adjacent ten (10) block area or area containing one hundred (100) curb parking spaces were utilized during peak periods. The area identified need not coincide with the boundaries of the area identified in the petition if the study area was expanded to include known parking congestion nearby.
- b. 25% of the curb parking spaces in the area identified in (a) above were utilized by non-resident parkers who were parked for two (2) or more hours.

The Department of Planning shall transmit a formal report on the results of the parking study to the Commissioner.

3. Parking Management Plan

The Commissioner shall use the results of the parking study to design a Parking Management Plan designed to solve the identified problem. Special attention will be given to the definition of a permit area boundary and to the impact upon various population groups in designing the Parking Management Plan. Alternatives to a Residential Permit Parking Program including, but not limited to, parking time limits, special meter zones, one way streets, and alternate side of the street parking will be considered, especially if the survey criteria were not satisfied.

The Commissioner shall transmit the proposed Parking Management Plan to the Department of Planning for review. If there are special districts, historic areas or other special designations in or near the area proposed to be covered by the Parking Management Plan, the Department of Planning shall notify the appropriate City agencies for their comments.

All comments shall be returned to the Commissioner within thirty (30) days.

4. Public Information Meeting

The Commissioner shall present the Parking Management Plan at a public meeting held in accordance with a formal set of procedures to obtain public response to the proposed plan. The notice of a public meeting shall be published once in two newspapers of general circulation in the City at least one week prior to the meeting date. Written notice of the public information meeting shall be sent to the Mayor and members of the City Council, City agencies affected by the plan and any community organizations representing the affected area.



The Commissioner may, at his discretion, seek additional neighborhood comment on the proposed plan before a decision is made on the final version of the Parking Management Plan. He may also consult with members of the City Council.

5. Plan Adoption

The Commissioner shall issue an Administrative Regulation setting forth a Residential Permit Parking Program or other Parking Management Plan either of which may incorporate amendments suggested during the public meetings, and the Commissioner shall publish this Regulation once in two newspapers of general circulation in the City. The Administrative Regulation creating a Residential Permit Parking Program or other Parking Management Program resulting from this process shall be effective for a period of six months.

The Administrative Regulation establishing a Residential Permit Parking Program or other Parking Management Plan may be made permanently effective by the Commissioner giving notice not less than thirty (30) days prior to the expiration of the six month period to the President of the City Council and to the Chairman of the Highways and Franchise Committee of the City Council. If no written objection to the Administrative Regulation is made by the President of the City Council or the Chairman of the Highways and Franchise Committee and forwarded to the Commissioner within the 30 day period, the Regulation shall cease to be temporary and become permanently effective at the end of the aforementioned six month period. If such a written objection is received by the Commissioner, an ordinance, setting forth the provisions of the Administrative Regulation shall be introduced by the City Council President and depending upon the passage or failure of the ordinance, the Administrative Regulation shall become permanently effective in accordance with the terms of the ordinance or be of no further force or effect.

At any time after an Administrative Regulation is issued, the Mayor and City Council may by ordinance direct the Commissioner to rescind or amend the Administrative Regulation creating a Residential Permit Parking Program or other Parking Management Plan, and at the time when such an ordinance shall become effective, the Administrative Regulation shall be so rescinded or amended.

D. PERMITS AND FEES

A residential parking permit shall be issued upon payment of a reasonable annual fee which shall be charged for each eligible motor vehicle within a designated Residential Permit Parking Program area when a permit is requested by the vehicle owner. The permit fees collected shall be applied to the cost of the operation and administration of the Program. The minimum fee shall be ten dollars (\$10) per year for each permit and may be adjusted by the Commissioner based on expenses for the operation of the program. The Commissioner may at his discretion make provisions for the issuance of temporary parking permits to bona fide visitors of residents of a designated Residential Permit Parking Program Area.

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E. ADMINISTRATION OF PROGRAM

This section shall be administered by the Commissioner of Transit and Traffic in accordance with the rules and regulations that the Commissioner may issue.

F. MODIFICATIONS TO PERMIT PROGRAMS

An established Residential Permit Parking program may be modified by the Commissioner at any time in accordance with the following procedures:

1. Minor changes such as the addition or elimination of a block face may be made by the Commissioner after consultation with the residents of the block.
2. Major changes, such as the addition or elimination of two or more block faces or the termination of the program, must be presented at a public meeting. The City Council will also be notified of the intended changes and, if within the 30 days following the public meeting and notice to Council and in the absence of opposition by a majority of the members of the City Council the recommended changes shall be made permanent by the Commissioner. The views expressed at the public meeting will also be considered.

This section does not change the right of the City Council to, by ordinance, direct the Commissioner to rescind or amend the Administrative Regulation which establishes the Residential Permit Parking Program or other Parking Management Program or the right of the Commissioner to terminate the Program at any time within the six months period or at the end of the trial period if evidence shows the program is not solving the parking problem cited in the original petition for a Residential Permit Parking Program.

SECTION 2. Be it further ordained that this ordinance shall take effect thirty days from date of passage.

§ 2-501**AGRICULTURE***Subtitle 5. Maryland Agricultural Land
Preservation Foundation.***§ 2-501. Legislative intent.**

It is the intent of the Maryland General Assembly to preserve agricultural land and woodland in order to: provide sources of agricultural products within the State for the citizens of the State; control the urban expansion which is consuming the agricultural land and woodland of the State; curb the spread of urban blight and deterioration; and protect agricultural land and woodland as open-space land. (1974, ch. 642, § 1.)

Editor's note. — Section 4, ch. 642, Acts 1974, provides that the act shall take effect July 1, 1974.

§ 2-502. Maryland Agricultural Land Preservation Foundation established.

There is a Maryland Agricultural Land Preservation Foundation in the Department. The foundation has the powers and duties provided in this subtitle. (1974, ch. 642, § 1; 1977, ch. 784, § 1.)

Effect of amendment. — The 1977 amendment, effective July 1, 1977, rewrote the first sentence.

§ 2-503. Board of trustees.

(a) *Composition; chairman; quorum.* — (1) The Maryland Agricultural Land Preservation Foundation shall be governed and administered by a board of trustees composed of the State Treasurer, who shall serve as an ex officio member, and the Secretary who shall serve as an ex officio member, and nine members from the State at-large to be appointed by the Governor, at least five of whom shall be farmer representatives from different areas of the State. One of the at-large members who is not a farmer representative shall be a representative of the Department of State Planning. All of the farmer representatives shall be actively engaged, or retired from active farming. Three of the five farmer representatives shall be appointed as follows:

- (i) One from a list of three nominees submitted by the Maryland Agricultural Commission;
- (ii) One from a list of three nominees submitted by the Maryland Farm Bureau; and
- (iii) One from a list of three nominees submitted by the Maryland State Grange.

(2) The Governor shall appoint the chairman of the board, from among the nine at-large trustees. A majority of the members of the board serving at any one time constitutes a quorum for the transaction of business.

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(b) *Terms.* — (1) The term of any trustee at-large serving on the board shall expire on July 1, 1977. The Governor then shall appoint trustees at-large for the following terms:

- (i) Three for a term of four years;
- (ii) Three for a term of three years; and
- (iii) Three for a term of two years.

(2) In appointing members at-large to replace members whose terms expire on July 1, 1977, the Governor may appoint members serving as of July 1, 1977. Thereafter, successors to trustees at-large whose terms expire shall be appointed for terms of four years. Vacancies shall be filled for the unexpired term. A trustee at-large may not serve more than two successive terms. Appointment to fill a vacancy may not be considered as one of two terms.

(c) *Oath; bond.* — Trustees at-large shall take the oath of office as prescribed by law, and shall post bond in the amount of \$5,000 with the State Comptroller prior to assuming office.

(d) *Compensation and expenses.* — Compensation may not be paid to any trustee. Each trustee shall be reimbursed for travel and other expenses incurred by him in the performance of his duties on behalf of the foundation. (1974, ch. 642, § 1; 1977, ch. 883.)

Effect of amendment. — The 1977 amendment, effective July 1, 1977, divided subsection (a) into sub-subsections (1) and (2), substituted "nine" for "six" and "five" for "three" in the first sentence in sub-subsection (1), added the second, third and fourth sentences therein, substituted "nine" for "six" in the first

sentence in sub-subsection (2), rewrote the first sentence in subsection (b), designating it as sub-subsection (1), designated the remainder of the subsection as sub-subsection (2), added the first sentence therein and made style changes in that sub-subsection and in subsections (c) and (d).

§ 2-504. General powers of foundation.

The Maryland Agricultural Land Preservation Foundation has the following general powers:

- (1) *Power to sue.* — To sue and be sued in contractual matters in its own name;
- (2) *Power to contract.* — To enter into contracts generally and to execute all instruments necessary or appropriate to carry out its purposes;
- (3) *Power to restrict use of agricultural land.* — To acquire, by gift, purchase, devise, bequest or grant, easements in gross or other rights to restrict the use of agricultural land and woodland as may be designated to maintain the character of the land as agricultural land or woodland;
- (4) *Power to adopt rules and regulations.* — To adopt, with the approval of the Secretary, rules, regulations, and procedures necessary to implement the provisions of this subtitle; and
- (5) *Power to promote dissemination of information.* — To promote the dissemination of information to farmers throughout the State concerning the activities of the foundation. (1974, ch. 642, § 1; 1977, ch. 883.)

Effect of amendment. — The 1977 amendment, effective July 1, 1977, added paragraphs (4) and (5).

§ 2-504.1**AGRICULTURE****§ 2-504.1. Agricultural preservation advisory boards.**

In each county containing productive agricultural land, the county governing body shall appoint an agricultural preservation advisory board.

(a) *Composition.* — The agricultural preservation advisory board shall consist of five members, at least three of whom shall be owner-operators of commercial farms who earn 50 percent or more of their income from farming.

(b) *Terms.* — In each agricultural preservation advisory board, original members shall be appointed for the following terms:

- (1) One for a term of three years;
- (2) Two for terms of four years; and
- (3) Two for terms of five years.

Thereafter, terms of office shall be five years. No member shall serve for more than two consecutive full terms. Appointment to fill a vacancy shall be for the remainder of the unexpired term.

(c) *Duties.* — Duties of each agricultural preservation advisory board shall be:

- (1) To advise the county governing body with respect to the establishment of agricultural districts and the approval of purchases of easements by the foundation within the county;
 - (2) To assist the county governing body in reviewing the status of agricultural districts and land under easement;
 - (3) To advise the foundation concerning county priorities for agricultural preservation;
 - (4) To promote preservation of agriculture within the county by offering information and assistance to farmers with respect to establishment of districts and purchase of easements; and
 - (5) To perform any other duties as assigned by the county governing body.
- (1977, ch. 883.)

Editor's note. — Section 2, ch. 883, Acts 1977, provides that the act shall take effect July 1, 1977.

§ 2-505. Maryland Agricultural Land Preservation Fund.

(a) *Created and continued.* — The Maryland Agricultural Land Preservation Fund is created and continued for the purposes specified in this subtitle.

(b) *Sources.* — The Maryland Agricultural Land Preservation Fund shall comprise:

- (1) Any money made available to the fund by general or special fund appropriations; and
- (2) Any money made available to the fund by grants or transfers from governmental or private sources.

(c) *Disbursements.* — The Comptroller of the Treasury may not disburse any money from the Maryland Agricultural Land Preservation Fund other than:

- (1) For costs associated with the staffing and administration of the Maryland Agricultural Land Preservation Foundation;

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(2) For reasonable expenses incurred by the members of the board of trustees of the Maryland Agricultural Land Preservation Foundation in the performance of official duties; and

(3) For consideration in the purchase of agricultural land preservation easements beginning with fiscal year 1979 and each fiscal year thereafter.

(d) *Money remaining at end of fiscal year.* — Any money remaining in the fund at the end of a fiscal year may not revert to the general funds of the State, but shall remain in the Maryland Agricultural Land Preservation Fund to be used for the purposes specified in this subtitle. It is the intent of the General Assembly that, to the extent feasible, the foundation utilize the full amount of money available for the purchase of easements in any fiscal year so as to minimize the amount of money remaining in the fund at the end of any fiscal year.

(e) *Transfer of local subdivision's program open space funds.* — If a portion of a local subdivision's allocation of program open space funds is transferred to the Maryland Agricultural Land Preservation Fund pursuant to the provisions of Article — Natural Resources, § 5-903, the foundation may utilize such transferred funds only for purchases of easements on land located within the boundaries of the subdivision which requested the transfer of funds. Such transferred open space funds shall be available in addition to any funds which would otherwise be allotted under this subtitle for purchases of easements in the county which requested the transfer of funds; and at the discretion of the local governing body, such transferred open space funds may be used for general purchases, or applied as the local contribution in matching purchases as required in § 2-508 (a) (3), and § 2-512 (b) (1) of this subtitle.

(f) *Budget.* — The estimated budget of the foundation for the next fiscal year shall be included with the budget of the Department.

(g) *Audit.* — The fund shall be audited annually by the Legislative Auditor in the manner prescribed by law. (1974, ch. 642, § 1; 1977, ch. 883.)

Effect of amendment. — The 1977 amendment, effective July 1, 1977, rewrote the section, which formerly consisted of one sentence.

§ 2-506. Annual report to Governor and General Assembly.

The foundation on or before November 1 of each year, shall transmit to the governor and to the General Assembly a report of its proceedings and activity for the preceding fiscal year, including an inventory of all easements or other interests in agricultural land and woodland acquired during that time, and including a report on the condition of the Maryland Agricultural Land Preservation Fund. (1974, ch. 642, § 1; 1977, ch. 883.)

Effect of amendment. — The 1977 amendment, effective July 1, 1977, made a style change near the beginning of the section, added "and to the General Assembly" therein and added "and including a report on the condition of the Maryland Agricultural Land Preservation Fund" at the end of the section.

§ 2-507**AGRICULTURE****§ 2-507. Executive director and staff.**

The Maryland Agricultural Land Preservation Foundation shall employ an executive director and staff sufficient to carry out the purposes of this subtitle. The executive director shall be appointed by the Secretary upon recommendation of the board of trustees at-large. The salaries of the executive director and staff shall be as provided in the State budget. (1974, ch. 642, § 1; 1977, ch. 883.)

Effect of amendment. — The 1977 amendment, effective July 1, 1977, rewrote the section.

§ 2-508. Purchases of agricultural land preservation easements.

(a) *Definitions.* — For purposes of this subtitle, the following words have the meanings indicated:

(1) *"Total amount to be allotted"* means the amount, as certified by the Comptroller, which remains in the Maryland Agricultural Land Preservation Fund at the beginning of the fiscal year after payment of all expenses of the foundation and the board of trustees during the previous fiscal year as specified in § 2-505 (c), subparagraphs (1) and (2), and after subtraction of funds committed for payment as consideration for easements purchased during previous fiscal years, and after subtraction of any money remaining in the fund as a result of a transfer of a local program open space funds made pursuant to Article — Natural Resources, § 5-903.

(2) *"General purchases of easements"* means purchases of agricultural land preservation easements under this subtitle in which the governing body of the county in which the land is located is not required to make a contribution to the Maryland Agricultural Land Preservation Fund.

(3) *"Matching purchases of easements"* means purchases of agricultural land preservation easements under this subtitle in which the governing body of the county in which the land is located is required to make a contribution to the Maryland Agricultural Land Preservation Fund of an amount equal to at least 40 percent of the value of the easement for each such purchase.

(4) *"Allotted purchases"* means general or matching purchases made pursuant to offers to buy tendered by the foundation on or before January 31 of any fiscal year.

(5) *"County"* means any county containing productive agricultural land which is being actively farmed and which meets the criteria for land which easements may be purchased.

(6) *"Eligible county"* means a county as defined in (5) which has secured approval from the foundation for a local agricultural land preservation program.

(b) *Maximum amount to be expended for allotted purchases.* — Beginning with fiscal year 1979, and in each fiscal year thereafter, the foundation shall determine the maximum amount which may be expended for allotted purchases of easements on land located within each county. The maximum amount which may be expended for allotted purchases of easements in any county in any fiscal year shall be:

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(1) An amount, to be used for general allotted purchases, equal to one twenty-third of one half of the total amount to be allotted; and

(2) An amount, to be used for matching allotted purchases, which shall be computed for each eligible county by dividing one half of the total amount to be allotted equally among those counties having an approved program. The maximum amount available from the foundation for the foundation's share in matching allotted purchases may not exceed \$1-million in any county in any fiscal year.

(c) *Additional offers to buy.* — If the foundation receives acceptances of offers to buy in insufficient numbers to expend the total amount to be allotted for allotted purchases, the foundation, to the extent feasible, shall tender additional offers to buy in sufficient numbers to expend the total amount to be allotted. Any such additional offers to buy shall be tendered:

(1) To landowners who have applied to sell easements on land which was otherwise acceptable, but who had not received an offer to buy solely because of limitations on the amount of money to be spent for allotted purchases;

(2) To applicants on a statewide basis in decreasing order with respect to the proportion obtained by dividing the fair market value less the agricultural value less the asking price by the fair market value less the agricultural value; and

(3) Only after the expiration of the period allowed for acceptance of offers to buy under allotted general and matching purchases. (1977, ch. 883.)

Editor's note. — Chapter 883, Acts 1977, containing the form for a deed to convey an effective July 1, 1977, repealed former § 2-508, easement, and enacted present §§ 2-508 to 2-515.

§ 2-509. Foundation rules, regulations and procedures.

(a) *Rules, regulations, and procedures to be adopted.* — The foundation shall adopt rules, regulations and procedures for:

- (1) Establishment and monitoring of agricultural districts;
- (2) Evaluation of land to be included within agricultural districts; and
- (3) Purchase of easements.

(b) *Rules, regulations, and procedures, for establishment and monitoring of agricultural districts.* — Rules, regulations and procedures adopted by the foundation for the establishment and monitoring of agricultural districts shall provide that:

(1) One or more owners of land actively devoted to agricultural use may file a petition with the county governing body requesting the establishment of an agricultural district composed of the land owned by the petitioners. The petition shall include maps and descriptions of the current use of land in the proposed district.

(2) Upon receipt of a petition to establish an agricultural district the local governing body shall refer the petition and accompanying materials to both the agricultural preservation advisory board and to the county planning and zoning body.

(i) Within 60 days of the referral of a petition, the agricultural preservation advisory board shall advise the county governing body as to whether or not the land in the proposed district meets the qualifications established by the

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foundation under (c) of this section, and whether or not the advisory board recommends establishment of the district.

(ii) Within 60 days of the referral of a petition, the county planning and zoning body shall advise the local governing body as to whether or not establishment of the district is compatible with existing and approved county plans and overall county policy, and whether or not the planning and zoning body recommends establishment of the district.

(3) If either the agricultural preservation advisory board or the planning and zoning body recommends approval, the county governing body shall hold a public hearing on the petition. Adequate notice of the hearing shall be given to all landowners in the proposed district, and to the foundation.

(4) Within 120 days after the receipt of the petition, the county governing body shall render a decision as to whether or not the petition shall be recommended to the foundation for approval.

(i) If the county governing body decides to recommend approval of the petition, it shall so notify the foundation and forward to the foundation the petition and all accompanying materials, including the recommendations of the advisory board and county planning and zoning body.

(ii) If the county governing body recommends denial of the petition, it shall so inform the foundation and the petitioners.

(5) The foundation may approve a petition for the establishment of an agricultural district only if:

(i) The land within the proposed district meets the qualifications established under (c) of this section;

(ii) The petition has been approved by the county governing body; and

(iii) The establishment of the district is approved by a majority of the foundation board of trustees at-large, by the Secretary, and by the State Treasurer.

(6) The foundation shall render its decision on a petition to establish an agricultural district within 60 days of the receipt of the petition, and shall inform the county governing body and the petitioners of its decision.

(7) If the foundation approves the petition, the agricultural district shall be established by an ordinance of the county governing body, however the establishment shall not take effect until all landowners in the proposed district have executed and recorded along with land records an agreement with the foundation stipulating that for a period of five years from the establishment of the agricultural district, the landowner agrees to keep his land in agricultural use and has the right to offer to sell an easement for development rights on his land to the foundation under the provisions of this subtitle.

(i) In the event of severe economic hardship the foundation, with the concurrence of the county governing body, may release the landowner's property from the agricultural district. Any person aggrieved by a decision of the foundation regarding a determination of severe economic hardship is entitled to judicial review.

(ii) Nothing in this section shall preclude the landowner from selling his property.

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(8) At any time after five years from the establishment of a district a landowner may terminate his property as an agricultural district by notifying the foundation one year in advance of his intention to do so.

(9) After the establishment of an agricultural district the county governing body or the foundation may review the use of land within the district.

(10) The foundation may approve alteration or abolishment of a district only if:

(i) The use of land within the district has so changed as to cause land within the district to fail to meet the qualifications established under (c) of this section;

(ii) The alteration or abolition of the district has been recommended by the county governing body and

(iii) The alteration or abolition is approved by a majority of the foundation board of trustees at-large, by the Secretary, and by the State Treasurer.

(c) *Land which may be included in agricultural district.* — Rules, regulations and criteria developed by the foundation relating to land which may be included in an agricultural district shall provide that:

(1) Land shall meet productivity, acreage, and locational criteria determined by the foundation to be necessary for the continuation of farming;

(2) The foundation shall attempt to preserve the minimum number of acres in a given district which may reasonably be expected to promote the continued availability of agricultural suppliers and markets for agricultural goods;

(3) Land within the boundaries of a 10-year water and sewer service district may be included in an agricultural district only if that land is outstanding in productivity and is of significant size;

(4) Land may be included in an agricultural district only if the county regulations governing the land permit the activities listed under § 2-513 (a) of this subtitle.

(d) *Purchase of easement on land outside of agricultural district.* — The foundation may not purchase an easement on land which is located outside an agricultural district established under this subtitle. (1977, ch. 883.)

§ 2-510. Application to sell easement in agricultural land.

(a) *Owner may offer to sell easement.* — An owner of agricultural land located in an agricultural district established under this subtitle may offer by written application to sell an easement to the foundation on the entire contiguous acreage of such agricultural land less one acre per single dwelling.

(b) *Requirements for application to sell.* — In order to be considered by the foundation, an application to sell shall:

(1) Be received by the board not later than July 31 of the fiscal year in which the application is to be considered;

(2) Include an asking price at which the owner is willing to sell an easement; and

(3) Include a complete description of the subject land.

(c) *Notice to landowner of receipt and sufficiency of application.* — Within 30 days after the receipt of an application, the foundation shall notify the landowner of the receipt and sufficiency of the application. If the original

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application is insufficient, the foundation shall specify the reason for insufficiency, and the foundation shall grant an additional 30 days for the landowner to remedy the insufficiency. If the application is made sufficient within 30 days of the notification by the foundation, the application shall be considered as if it had originally been submitted in a timely and sufficient manner.

(d) *Approval or disapproval of application by county governing body.* — Within 30 days after the receipt of an application to sell, the foundation shall notify the governing body of the county containing the subject land, that an application to sell has been received. Within 90 days of the notification, the county governing body shall advise the foundation as to local approval or disapproval of the application. In deciding whether to approve the application, the county governing body shall receive the recommendation of the county agricultural preservation advisory board established under § 2-504.1 of this subtitle. In making its recommendation, the county agricultural preservation advisory board shall take into consideration criteria and standards established by the foundation under this subtitle; current local regulations, local patterns of land development, and any locally established priorities for the preservation of agricultural land. The county agricultural preservation advisory board shall provide a public hearing concerning any application to sell if such a hearing is requested by a majority of the county agricultural preservation advisory board, or by a majority of the county governing body, or by the applicant. The board of trustees of the foundation shall not approve any application to sell which has not been approved by the governing body of the county containing the subject land.

(e) *Determination by foundation of applications to be approved.* — In determining which applications to be approved for the purchase of the easements offered therein, the foundation shall:

- (1) Approve only those applications in which the subject land meets the criteria and standards established under §§ 2-509 and 2-513 of this subtitle; and
- (2) Approve applications for the sale of easements on land in any one county under allotted purchases in descending order with respect to the proportion obtained by dividing the fair market value less the agricultural value less the asking price by the fair market value less the agricultural value.

(f) *Maximum amount of general allotted purchases.* — The foundation may approve general allotted purchases of easements in a county in any fiscal year not to exceed in aggregate value the amount allotted for that county under § 2-508 (b) (1) for the fiscal year in which such purchases are made, plus any amount of transferred local open space funds designated by the local governing body for general purchases.

(g) *Maximum amount of matching allotted purchases.* — The foundation may approve matching allotted purchases of easements in an eligible county in any fiscal year such that the foundation's share will not exceed in aggregate value the amount allotted for that county under § 2-508 (b) (2) for that fiscal year.

(h) *Tender of offer to buy after approval of application.* — Upon approval of a majority of the board members at-large, and upon the recommendation of the State Treasurer and the Secretary, an application to sell shall be approved, and

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an offer to buy containing the specific terms of the purchase shall be tendered to the landowner. An offer to buy may specify terms, contingencies, and conditions not contained in the original application.

(i) *Time of tender; acceptance or rejection.* — (1) With respect to allotted purchases, the foundation shall tender any offer to buy containing the specific terms of the purchase on or before January 31 of the fiscal year in which the purchase is to be made.

(2) With respect to additional offers to buy tendered under § 2-508 (c), the foundation may not tender such offers earlier than April 1 nor later than May 29 of the fiscal year in which the purchase is to be made.

(3) A landowner has 30 days from the date of any offer to buy in which to accept or reject the offer.

(j) *Schedule of payment.* — At the time of settlement of the purchase of an easement, the landowner and the foundation may agree upon and establish a schedule of payment such that the landowner may receive consideration for the easement in a lump sum, or in installments over a period of up to 10 years from the date of settlement.

(1) If a schedule of installments is agreed upon, the Comptroller shall retain in the Maryland Agricultural Land Preservation Fund an amount of money sufficient to pay the landowner according to the schedule.

(2) The landowner shall receive annually interest on any unpaid balance remaining after the date of settlement. Such interest shall be at the same rate as any interest earned on the funds retained pursuant to (1) above, less $\frac{1}{4}\%$.

(k) *Notice of rejection of application; reapplication.* — (1) On or before June 31, the foundation shall notify all landowners whose applications had been rejected during that fiscal year. The board [foundation] shall specify the reasons for that rejection.

(2) A landowner whose application has been rejected for a reason other than insufficient foundation funds may not reapply to sell an easement on the same land on the same terms until two years after the date of the original application. (1977, ch. 883.)

§ 2-511. Value of easement.

The maximum value of any easement to be purchased shall be the asking price or the difference between the fair market value of the land and the agricultural value of the land, whichever is lower.

(1) The fair market value of the land is the price as of the valuation date for the highest and best use of the property which a vendor, willing but not obligated to sell, would accept for the property, and which a purchaser, willing but not obligated to buy, would pay for the property if the property was not subject to any restriction imposed under this subtitle.

(2) The agricultural value of land is the price as of the valuation date which a vendor, willing but not obligated to sell, would accept for the property, and which a purchaser, willing but not obligated to buy, would pay for the property as a farm unit, to be used for agricultural purposes.

(3) The value of the easement is determined at the time the foundation is requested in writing to purchase the easement. The value shall be determined

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by the foundation based on one or more appraisals by the State appraisers, and appraisals, if any, of the landowner.

(4) If the landowner and foundation do not agree on the value of the easement as determined by a State appraisal, either the landowner or the foundation may request that the matter be referred to the county board of review as established under Article 81, § 248, for arbitration as to the value of the easement. The value determined by that arbitration shall be binding upon the owner and the foundation in a purchase of the easement made subsequent to the arbitration for a period of two years, unless the landowner and the foundation agree upon a lesser value or the landowner appeals the results of the arbitration to the circuit court of the county in which the land is located. (1977, ch. 883.)

§ 2-512. Approval of local programs of agricultural land preservation.

(a) *Matching allotted purchases for land in county without approved program.*

— The foundation may not approve matching allotted purchases of easements for land located in any county which has not secured approval from the foundation for a local program of agricultural land preservation.

(b) *Conditions for approval.* — The foundation may approve a local program of agricultural land preservation upon request of a county, provided that:

(1) The county shall agree to make payments up to a specified aggregate amount to the Maryland Agricultural Land Preservation Fund to equal at least 40 percent of the value of any easement acquired by the foundation as a result of a matching allotted purchase, made during the ensuing fiscal year; and

(2) The county shall show evidence that any county program for the acquisition of agricultural land for preservation, or easements for purposes of preservation of agricultural land, will not result in preservation of land which does not meet the minimum standards set by the foundation under § 2-509 of this subtitle; and

(3) The request for approval of a local program must be submitted to the foundation, together with any necessary agreements not later than 90 days prior to the beginning of the fiscal year for which approval is being sought.

(c) *Period of validity.* — Approval of a local program by the foundation is valid only during the next fiscal year following the fiscal year of the request for approval by the county.

(d) *Vote of foundation members; approval by Secretary and State Treasurer.* — Local programs shall be approved upon the affirmative vote of a majority of the board [foundation] members at-large, and upon approval of the Secretary and the State Treasurer. (1977, c. 883.)

§ 2-513. Use of land for which easement purchased.

(a) *Provisions to be included in easement and county regulations.* — Agricultural land preservation easements may be purchased under this subtitle for any land in agricultural use which meets the minimum criteria established under § 2-509 if the easement and county regulations governing the use of the land include the following provisions:

(1) Any farm use of land is permitted.

(2) Operation at any time of any machinery used in farm production or the primary processing of agricultural products is permitted.

(3) All normal agricultural operations performed in accordance with good husbandry practices which do not cause bodily injury or directly endanger human health are permitted including, but not limited to, sale of farm products produced on the farm where such sales are made.

(b) *Dwellings.* — The easement shall provide that residential subdivision for commercial purposes is not permitted. However, upon written application to the foundation conveyance of one acre or less for the owner who originally sold an easement to the foundation and for each of his children for the purpose of construction of one dwelling house intended for his or their use shall be permitted one time only for that owner and each child, and does not constitute a residential subdivision for commercial purposes. The owner also may construct housing for tenants fully engaged in operation of the farm, but this construction may not exceed one tenant house per 100 acres.

(c) *Public not granted right of access or of use.* — Purchase of an easement by the foundation does not grant the public any right of access or right of use of the subject property. (1977, ch. 883.)

§ 2-514. Termination of easement.

(a) *Legislative intent.* — It is the intent of the General Assembly that the easement purchased under this subtitle be held by the foundation for as long as profitable farming is feasible on the land under easement, and an easement may be terminated only in the manner and at the time specified in this section.

(b) *Request for review.* — At any time after 25 years from the date of purchase of an easement, the landowner may request that the easement be reviewed for possible termination of the easement.

(c) *Inquiry and decision.* — Upon a request for review of an easement for termination, an inquiry shall be conducted by the foundation to determine the feasibility of profitable farming on the subject land. The inquiry shall be concluded and a decision reached by the foundation within 180 days after the request for termination, and shall include:

(1) On-site inspection of the subject land;

(2) A public hearing conducted by the foundation board within the county containing the subject land after adequate public notice.

(d) *Approval by county governing body.* — An easement may be terminated only with the approval of the governing body of the county containing the subject land. In deciding whether to approve the request for termination, the county governing body shall receive the recommendation of the county agricultural preservation advisory board established under § 2-504.1 of this subtitle. The decision of the county governing body shall be made after the public hearing required in paragraph (c). The county governing body shall notify the foundation of its decision within 30 days after the conclusion of the public hearing required in paragraph (c).

(e) *Approval by foundation, Secretary and State Treasurer.* — Upon the affirmative vote of a majority of the board [foundation] members at-large, and

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upon the approval of the Secretary and the State Treasurer, the request for termination shall be approved, and the landowner shall be notified.

(f) *Repurchase by landowner.* — If the request for termination is approved, an appraisal of the subject land shall be ordered by the foundation at the expense of the landowner requesting termination of the easement. Within a period of 180 days following the appraisal, the landowner may repurchase the easement by paying to the foundation the difference between the fair market value and the agricultural value of the subject land, as determined by the appraisal. For purposes of this subparagraph [paragraph], the agricultural value is the price as of the valuation date which a vendor, willing but not obligated to sell, would accept, and which a purchaser, willing but not obligated to buy, would pay for a farm unit with land comparable in quality and composition to the property being appraised, but located in the nearest location where profitable farming is feasible.

(g) *Subsequent request for termination after denial or failure to repurchase.* — If the request for termination is denied, or if the landowner fails to repurchase the easement within 180 days of the appraisal, the landowner may not again request termination of the easement until five years after his last such request. (1977, ch. 883.)

Editor's note. — Paragraph (2) in subsection (c) is set forth above just as it appears in ch. 883, Acts 1977.

§ 2-515. Condemnation of land under agricultural preservation easement.

(a) This subtitle does not prohibit any agency of the state or of a county from acquiring by condemnation land which is under an agricultural preservation easement held by the foundation if such acquisition is for a public purpose.

(b) In the event of condemnation of land under an agricultural preservation easement, the condemning authority, whether State or county, shall pay:

(1) To the landowner the full amount to which the landowner would be entitled if the land was not under easement, less any amount paid to the landowner by the foundation for the easement; and

(2) To the Maryland Agricultural Land Preservation Fund, an amount equal to any amount paid by the foundation for the easement. (1977, ch. 883.)

Cross reference. — See Editor's note to § 2-508 of this article.

COUNTY COUNCIL OF ANNE ARUNDEL COUNTY, MARYLAND

Legislative Session 1978, Legislative Day No. 24

Bill No. 53-78

AS AMENDED
July 3, 1978

Introduced by Mr. Bachman, Chairman
(by request of the County Executive)

By the County Council, May 22, 1978

FINAL

Introduced and first read on May 22, 1978
Public Hearing set for and held on June 19, 1978
Public Hearing on AMENDED BILL set for July 12, 1978

By Order: Evelyn M. Boettcher, Secretary

A BILL
Entitled

1 AN ORDINANCE to repeal Sections 13-400 through 13-403, inclusive, of the
2 Anne Arundel County Code (1967 Edition and Supplements), Title 13,
3 "Planning and Zoning", Subtitle 4, "General Development Plan", and
4 to enact new Section 13-400 in lieu thereof, to stand in the place
5 of the sections repealed; to state certain findings of fact and
6 legislative intent relating to this Ordinance; to adopt a General
7 Development Plan for Anne Arundel County, Maryland, and to provide
8 for its continuing review; to adopt a Countywide Solid Waste
9 Management Plan for Anne Arundel County, Maryland; and generally
10 relating to the establishment of a framework to implement a compre-
11 hensive program to manage the future growth and development of Anne
12 Arundel County, Maryland.

13
14 SECTION 1. BE IT ENACTED BY THE COUNTY COUNCIL OF ANNE ARUNDEL
15 COUNTY, MARYLAND, That the County Council does hereby find that there
16 has been established over a considerable period of time a process which
17 has produced various plans and planning documents including the 1968
18 General Development Plan, the Odenton Development Plan, the Glen Burnie
19 Core Area Urban Renewal Plan, a countywide Solid Waste Management Plan
20 and several Master Plans for Sewer and Water, together with certain
21 implementing documents including subdivision regulations adopted in 1970
22 and a county zoning ordinance adopted beginning in 1971. The County
23 Council further finds that the 1968 General Development Plan and the
24 other plans and planning documents set forth the policy of the County
25 Council and that these plans have produced many positive results in
26 guiding and directing the proper physical development of the County.
27 The County Council finds that, pursuant to these plans, certain capital
28 facility construction projects were initiated to provide needed public

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1 services, including: roadways; water purification, storage and trans-
2 mission facilities; sewage treatment plants, pumping stations, inter-
3 ceptors and force mains; education facilities; police and fire stations;
4 libraries; storm drainage facilities; park and recreational facilities;
5 and, governmental offices and facilities necessary to meet citizens
6 needs.

7
8 The County Council further finds that since the adoption of the
9 1968 General Development Plan there has been a continuing change in
10 demographic and economic characteristics which manifest themselves as
11 needs which must be addressed by public planning and programming of
12 services. These changing characteristics include increased population
13 size, more families headed by a single person, smaller family sizes,
14 proportionately more elderly persons, more people with disabilities or
15 special needs, and changing labor force skill requirements, along with a
16 continued need to address the problems associated with people living at
17 or near the poverty level. The County Council further finds that for
18 these and other reasons there is a need to update and revise the exist-
19 ing General Development Plan.

20
21 The County Council finds that this need for a revised General
22 Development Plan was recognized in the Interim Growth Management Ordi-
23 nance enacted as Bill 120-76, and that to properly plan and manage
24 growth in the County there is a need to prepare a new Plan as a part of
25 an overall Growth Management Program which includes as principal com-
26 ponents the following: General Development Plan, Zoning Ordinance,
27 Subdivision Regulations, Stormwater Management Ordinance, Grading and
28 Sediment Control Ordinance, an Adequate Facilities component of the
29 Subdivision Regulations, capital facility programs, operating budgets, a
30 fiscal impact model, a water and wastewater allocation model and a
31 policy to allocate capacity, a subdivision tracking system, a road
32 rating analysis system, and a capital projects management system. The
33 County Council further finds that the interim period of time established
34 in Bill 120-76 was used to prepare a comprehensive General Development
35 Plan based upon the consideration of alternative development patterns
36 and evaluations of such development patterns with regard to economic,
37 environmental, fiscal, and social impacts, and further that other com-
38 ponent parts of the Growth Management Program were also prepared or
39 developed to the extent possible within the time allotted. The County
40 Council further finds that a need exists for the adoption of a General
41 Development Plan which recognizes and accounts for a wide variety of
42 county citizens' needs and likewise recognizes and accommodates certain
43 regional growth and development pressures as may be reasonably for-
44 ecasted or anticipated, and further that the policies expressed in a
45 General Development Plan should be nonexclusionary with respect to race,
46 age, sex or income status.

1 In conclusion, the County Council finds that this Ordinance pro-
2 vides the policy guidance necessary to insure controlled and orderly
3 growth and development in the County; to preserve open space, productive
4 agricultural, forested and recreational lands; to promote the economic
5 stability of the County; to meet the housing needs of all residents of
6 the County; to protect the fragile environmental resources of the
7 County; to assure that all residents of the County are provided services
8 and facilities necessary for an orderly existence; and generally to
9 promote the public health, safety and welfare of residents of the
10 County.

11
12 Duly cognizant of the social, environmental, land use, fiscal and
13 economic implications associated with past patterns of growth and
14 development in the County, it is the intent of the County Council by the
15 enactment of this Ordinance to continue the commitment begun with the
16 enactment of the Interim Growth Management Ordinance towards the devel-
17 opment of a comprehensive Growth Management Program designed to effec-
18 tively deal with the future growth and development of the County in an
19 orderly, reasonable, affordable and socially responsible manner and to
20 guide the evolution of a balanced, cohesive community engaged in the
21 efficient utilization of land, services and facilities.

22
23 It is further the intent of the County Council by the enactment of
24 this Ordinance to provide a framework, nonexclusionary with respect to
25 race, age, sex or income status, within which:

26
27 (1) The quality of life enjoyed by existing residents of the
28 County may be preserved and enhanced;

29
30 (2) Existing levels of public services and facilities may be
31 maintained;

32
33 (3) Public services and facilities may be expanded in an orderly,
34 reasonable and affordable manner to anticipate and respond to ever
35 changing needs of residents of the County;

36
37 (4) Future growth of the County, independently and as a result of
38 regional growth and development pressures, may be directed and accom-
39 modated in a manner most consistent with the efficient utilization of
40 public services and facilities and in a manner which will minimize the
41 demand or necessity for premature expansion of such services or facilities;

42
43 (5) All residents of the County may be provided with a wide choice
44 of affordable housing in a variety of housing types and tenure options;

45
46 (6) The precious natural resources and environment of the County
47 may be preserved, cultivated and enhanced;

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(7) The economic potential of the County may continue to expand and be realized and an increasing number and choice of employment opportunities may be provided to County residents; and

(8) The health, safety and general welfare of all residents of the County may be preserved, protected and enhanced.

SECTION 2. AND BE IT FURTHER ENACTED, That Sections 13-400 through 13-403, inclusive, of the Anne Arundel County Code (1967 Edition and Supplements) Title 13, "Planning and Zoning", Subtitle 4, "General Development Plan", be and they are hereby repealed and new Section 13-400 be, and it is hereby added to said Code, Title and Subtitle, to read as follows:

Section 13-400. General Development Plan.

(a) The following documents shall be used as a guide in the future development of land in, and the location of public services and facilities by Anne Arundel County:

(1) The General Development Plan for Anne Arundel County, Maryland prepared by the Office of Planning and Zoning, and dated January, 1978, with Errata dated April, 1978, as adopted by Bill No. 53-78;

(2) The Glen Burnie Core Area Urban Renewal Plan, dated November, 1973, as adopted by Bill No. 130-73 and amended by Bill No. 102-76;

(3) Anne Arundel County Master Plan for Water Supply and Sewerage Systems, F.Y. 1977-1996, prepared by Whitman, Requardt and Associates, dated July, 1976, as adopted by Bill No. 139-76, and amended and updated by Bill No. 113-77; and

(4) A Countywide Solid Waste Management Plan for Anne Arundel County Maryland, prepared by Green Associates, Inc., dated June 10, 1974, as adopted by Bill No. 53-78.

(b) The adoption, amendment or repeal of any documents listed in subsection (a) of this section shall not be construed to evidence or constitute mistake in the zoning map then existing or change in the character of any neighborhood.

(c) The Office of Planning and Zoning shall continually monitor the effectiveness of the General Development Plan in accomplishing its function AND SHALL ANNUALLY REPORT TO THE COUNTY COUNCIL AS TO THE PROGRESS MADE BY THE COUNTY TOWARD ACHIEVING THE GOALS OF THE GENERAL DEVELOPMENT PLAN. At intervals not to exceed five (5) years each, the Office of Planning and Zoning shall undertake a comprehensive review of the

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1 General Development Plan and its implementing mechanisms and shall
2 recommend such revisions to the Plan and implementing mechanisms as are
3 necessary due to changes in demographic characteristics, and social,
4 economic and environmental factors.
5

6 SECTION 3. AND BE IT FURTHER ENACTED, That the General Development
7 Plan for Anne Arundel County, Maryland, prepared by the Office of
8 Planning and Zoning, dated January, 1978, with Errata dated April, 1978,
9 as modified by amendments duly adopted by the County Council and filed
10 with the Secretary of the County Council be, and it is hereby adopted.
11

12 SECTION 4. AND BE IT FURTHER ENACTED, That a Countywide Solid
13 Waste Management Plan for Anne Arundel County, Maryland, prepared by
14 Green Associates, Inc., dated June 10, 1974, as amended and originally
15 adopted by Bill No. 113-74 be, and it is hereby adopted.
16

17 SECTION 5. AND BE IT FURTHER ENACTED, That if any provision of
18 this ordinance or the application thereof to any person or circumstance
19 is held invalid for any reason, such invalidity shall not affect the
20 other provisions or any other application of this ordinance which can be
21 given effect without the invalid provisions or application, and to this
22 end, all the provisions of this ordinance are hereby declared to be
23 severable.
24

25 SECTION 6. AND IT IS FURTHER ENACTED, That this Ordinance take
26 effect forty-five (45) days from the date it becomes law.

AMENDMENTS adopted on July 3, 1978.

READ AND PASSED, as amended, this 17th day of July, 1978.

By Order:

Evelyn M. Boettcher, Secretary

PRESENTED to the County Executive for his approval this 18th day of July,
1978.

Evelyn M. Boettcher, Secretary

APPROVED AND ENACTED: July 18, 1978.

ROBERT A. PASCAL
County Executive

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF BILL NO. 53-78,
THE ORIGINAL OF WHICH IS RETAINED IN THE FILES OF THE COUNTY COUNCIL.

Evelyn M. Boettcher, Secretary

County Council of Baltimore County Maryland

Legislative Session 1977, Legislative Day No. 3

BILL NO. 12-77

Mr. John V. Murphy, Councilman
By Request of County Executive

By the County Council, January 17, 1977

A BILL

ENTITLED

AN ACT, to regulate for an interim period the issuance of building permits, special permits, ~~created~~ AUTHORIZED by Section 430.1B3 of the Baltimore County Zoning Ordinance (hereinafter referred to as special permits), special exceptions, subdivision approvals, amendments to the zoning maps, and reclassifications of the use of property in Baltimore County affected by prospective amendments to Title 22 of the County Code pursuant to the proposed preparation and implementation of a proposed new County Comprehensive Master Plan ~~(hereinafter referred to as the proposed Master Plan)~~, including, but not limited to, development of a comprehensive growth management system and ~~permanent~~ implementing legislation AND TO IMPOSE A TIME LIMIT ON THE PERIOD OF VALIDITY OF A FINAL RECORDED SUBDIVISION PLAT UNDER CERTAIN CONDITIONS; by adding new Section 22-15.1 to the Baltimore County Code, 1968, title "Planning, Zoning and Subdivision SUBDIVISION Control", Article II. Planning. ~~This Act shall hereinafter be referred to as the Interim Development Control Act.~~

WHEREAS, by Article XI-A of the Maryland Constitution, the General Assembly is authorized to provide a grant of "express powers" to counties that form a charter government; and

WHEREAS, by Article 25A, Section 5 of the Annotated Code of Maryland, the General Assembly has designated the "express powers" to be granted to charter counties which powers include the power to enact local laws, for the protection and promotion of public safety, health, morals, HEALTH, SAFETY and welfare, relating to planning, zoning and subdivision and to pass all ordinances, resolutions or bylaws that may be necessary and proper to execute and enforce any of the powers expressly enumerated; and

WHEREAS, the people of Baltimore County in accordance with the Constitution and laws of the State of Maryland have adopted, ordained and established the Baltimore County Charter; and

WHEREAS, pursuant to provisions of the Charter and of the laws of Maryland, the County is charged with the duty of planning for the future development and growth of the County, including the preparation of a Master Plan, the enactment of rules and regulations governing the control of building permits, subdivisions and the development of a zoning map and zoning regulations; and

WHEREAS, pursuant to Title 22 of the County Code, the County Planning Board is authorized to prepare, adopt and amend a Master Plan for the physical development of the County, which will guide the development of the County and make adequate provision for services and public utilities, transportation, housing conservation, distribution and density of population, public and semi-public facilities, urban redevelopment and rehabilitation, capital programming, and other elements of County growth and development; and

WHEREAS, pursuant to Title 22 of the County Code, zoning maps and regulations and subdivision controls are generally required to be consistent CONSISTENT with a Master Plan and be designed to facilitate adequate provision for schools, parks, water, sewerage, transportation and other public requirements and utilities, to preserve open space, to control the density of population, to avoid undue concentration, to reduce traffic congestion, to regulate the issuance of permits, exceptions and variances, and to promote public health, safety and welfare; and

WHEREAS, pursuant to Title 22 of the County Code, the County Council is empowered to adopt such zoning regulations, subdivision controls and other legislation to implement a Master Plan including a comprehensive growth management system elements; and

WHEREAS, pursuant to Title 22 of the County Code, the County Council has adopted in 1976 a comprehensively revised version of the county-wide Zoning Map, which under this Act shall be deemed to constitute the present county-wide Zoning Map of Baltimore County; now therefore

SECTION 1. Be it enacted by the County Council of Baltimore County, Maryland, that new Section 22-15.1 be and it is hereby added to the Baltimore County, Code, 1986, title "Planning, Zoning and Subdivision Control", Article II, Planning; said new Section to read as follows:

Sec. 22-15.1 Master Plan — Interim Development Control Pending Plan Completion and Adoption.

(a) Legislative Intent and Findings of Fact.

(1) Background. Baltimore County, Maryland has been experiencing growth with respect to population, land development, utilization of natural and environmental resources and agricultural land over the past decade, which the 1975 County Master Comprehensive Plan indicates has resulted in the inadequacy of public facilities and services in many areas, the premature and unnecessary conversion of open space and agricultural land to urban uses, environmental degradation, an imbalance of growth between types of uses in different parts of the County, an imbalance in the provision of housing for all segments of the community, traffic congestion, and inefficient sprawl patterns of development. The County Council, in recognition of these critical problems and to vent in the present and future citizens of the County a high quality of life in the community, has authorized the preparation of a proposed NEW COUNTY Master Plan (HEREINAFTER REFERRED TO AS THE PROPOSED MASTER PLAN) which INCLUDES comprehensive growth management system elements to regulate growth within developed and undeveloped areas of the County and has authorized the preparation of studies for the proposed revision of zoning and subdivision regulations, and other legislation to implement the goals, objectives, policies and techniques to be incorporated in the proposed Master Plan.

(2) Legislative Findings of Fact. The County Council does hereby find that FOR THE PROTECTION OF THE PUBLIC INTEREST, pending the necessary studies, hearings and other preliminary PRELIMINARY MATTERS incident to proper consideration and decisions by the Council of any revisions and amendments to the planning, zoning and subdivision regulations of the County Code and other County legislation necessary to implement the proposed Master Plan and growth management system elements that appropriate

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measures must be taken for a reasonable interim period to ~~protect the public interest by preserving~~ PRESERVE the integrity of the proposed Master Plan and proposed Code revisions, AMENDMENTS and implemental legislation, until adopted and effective. The County Council further finds that without such interim measures, development may occur throughout the County in areas that may be affected by the proposed Master Plan and any proposed Code revisions, amendments and implemental legislation that may frustrate the purpose and intent of the proposed Master Plan and destroy the integrity of such plan before it can be adopted and made effective through Code revisions and amendments, including necessary growth management legislation. The County Council further finds that an inventory of residentially zoned land exists with requisite subdivision approval, which is not subject to the controls of this Act (SOMETIMES REFERRED TO HEREINAFTER AS "INTERIM DEVELOPMENT CONTROL ACT"), sufficient to meet the needs of projected population increase in the County for ~~a~~ THE period of ~~duration~~ covered by this Act, and that the controls of this Act are essential and necessary to preserve the orderly and appropriate future growth and development of the County, the provision of adequate facilities and services, the conservation of environmentally-sensitive open space and agricultural land, and to meet the general public health, safety and welfare of the citizens of the County.

(3) *Legislative Intent and Purpose.* Pursuant to authority duly vested in it, it is the intent and purpose of the County Council to protect AND PRESERVE THE OBJECTIVES OF an acceptable Master Plan and Comprehensive growth management system elements THEREOF to ~~preserve its objectives~~ and insure ~~the~~ THE PLAN'S implementation, by ~~hereby~~ adopting HEREIN reasonable protective interim legislation during preparation and consideration of the MASTER Plan and the proposed Code revisions and amendments, including necessary growth management legislation thereby protecting the public interest and welfare, promoting ample public debate and consideration of the proposed MASTER plan, preventing the intrusion of incompatible uses and preventing premature and conflicting amendments to the Zoning Map, special permit and special exception approvals, subdivision approvals and reclassifications of the use of property, INCLUDING PROPERTY OWNED BY LOCAL GOVERNMENTS, for development which would tend to prejudice the integrity and objectives of the proposed MASTER plan or result in the establishment of land use patterns development and capital expenditures inconsistent with the intent of the proposed Plan and implementation

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measures, including the projected growth management system elements, THE COUNTY COUNCIL FURTHER PURSUANT TO AUTHORITY VESTED IN IT AND FOR THE INTENT AND PURPOSE OF PROTECTING AND PRESERVING THE OBJECTIVES OF AN ACCEPTABLE MASTER PLAN AND GROWTH MANAGEMENT SYSTEM AND TO ADOPT STANDARDS AND GUIDELINES TO CONTROL DEVELOPMENT WHICH WOULD RESULT IN THE ESTABLISHMENT OF LAND USE PATTERNS AND DEVELOPMENT AND CAPITAL EXPENDITURES CONSISTENT WITH THE FUTURE PLANNED AND ORDERLY DEVELOPMENT OF BALTIMORE COUNTY BY PROVIDING FOR THE IMPOSITION OF A TIME LIMIT, UNDER CERTAIN CONDITIONS, ON THE PERIOD OF VALIDITY OF FINAL RECORDED SUBDIVISION PLATS RECORDED PRIOR TO OR SUBSEQUENT TO THE EFFECTIVE DATE OF THIS ACT. The County Council has developed standards and guidelines that permit all development that will not likely be inconsistent with the purposes and objectives of the proposed Master Plan, has provided a variance and appeals procedure, and for penalties and enforcement.

(b) *Establishment of Interim Development Control Map.* Baltimore County is hereby divided into four areas, the respective color for each area being set forth opposite its title, which areas and boundaries are designated on the Interim Development Control Map of the County which is hereby adopted as part of this Act and which areas and boundaries incorporate designations of the County Zoning Map ~~the 1976 Master-County Comprehensive Plan and the Ten-Year 1975 Comprehensive Water and Sewerage Plan.~~

Area	Color
1. <i>Urbanized Area:</i> presently served by public sewer SEWERAGE and water lines or in which extensions are included within the first two years of the Ten-Year 1975 Comprehensive Water and Sewer AGE Plan.	Yellow
2. <i>Urbanizing Area:</i> presently unserved by public sewer and water lines, but in which area extensions are included within years 3 through 10 (1978-1986) of the County Ten Year and Water and Sewerage Plan and the 1976 Master Plan-Urban Rural Demonstration time whichever is more restrictive.	Orange

ORANGE

2. ~~URBANIZING AREA PRESENTLY UNSERVED BY PUBLIC SEWER AND WATER LINES, BUT IN WHICH AREA, EXTENSIONS ARE INCLUDED WITHIN THE URBAN RURAL DEMARCATION LINE, AS DELINEATED IN THE 1975 COMPREHENSIVE WATER AND SEWERAGE PLAN (FOR THE YEARS 3 THROUGH 10 (1978-1986) AND THE 1975 COUNTY COMPREHENSIVE PLAN, WHICH LINE IS MORE RESTRICTIVE.~~

3. ~~Non Urban Area: presently on the rural side of the Urban Rural, Demarcation Line or within the Urban Rural Demarcation Line, AS DELINEATED IN THE 1975 COMPREHENSIVE WATER AND SEWERAGE PLAN, but presently unserved by public water and sewer lines and for which extensions are not planned in the County Ten-Year 1975 COMPREHENSIVE Water and Sewerage Plan.~~

4. ~~Environmental Protection Area: areas of the County that have been identified and mapped as environmentally sensitive land, in which development should not occur without detailed controls, such as AND WHICH ARE LOCATED WITHIN wetlands, tidelands, steep slopes (of A GRADE OF 20 per cent or more), areas subject to severe erosion and areas with the 100-year floodplain, IN WHICH DEVELOPMENT SHOULD NOT OCCUR.~~

The Interim Development Control Map, together with everything shown thereon, including the colors of the respective areas set forth above, is hereby made a part of this Act.

Area boundaries shown on the Interim Development Control Map shall follow Federal and State highways, County streets, County boundary lines, streams, railroad rights-of-way, utility lines, planning area boundaries, zoning district lines, property ownership lines or the Urban Rural Demarcation Line, as indicated on the INTERIM DEVELOPMENT CONTROL Map and as may be defined in the County COMPREHENSIVE Zoning Map and Regulations, the 1975 County COMPREHENSIVE Plan and the Ten-Year 1975 COMPREHENSIVE Water and Sewerage Plan.

(c) ~~Duration of Interim Development Controls. This Act shall be in full force and effect from its effective date according to law for a period not to exceed 12 months, if not otherwise extended by the County Council for an additional period of 6 months, provided Section (f) as to vested rights shall be permanently in effect.~~

(C) DURATION OF INTERIM DEVELOPMENT CONTROLS. THE PROVISIONS OF THIS ACT, OTHER THAN SECTION (J) (3) HEREOF, SHALL REMAIN IN FULL FORCE AND EFFECT FROM ITS EFFECTIVE DATE FOR A PERIOD OF 12 18 MONTHS, WHICH ACT MAY BE EXTENDED BY RESOLUTION OF THE COUNTY COUNCIL FOR AN ADDITIONAL PERIOD OF 6 MONTHS. THE PROVISIONS OF SECTION (J) (3) HEREOF, AS TO VESTED RIGHTS, SHALL REMAIN IN FULL FORCE AND EFFECT UNTIL REPEALED OR MODIFIED BY COUNTY ORDINANCE.

(d) General Requirements.

(1) Zoning Amendments or Reclassification of Use. No zoning map amendment or ZONING RECLASSIFICATION of PROPERTY shall be granted during the duration of this Act in any area of the County EXCEPT AS TO ~~unlawful~~ ~~by constitutional doctrine regarding a "mistake" OR DRAFTING OR CLERICAL ERROR in the zoning classification as to force at the time of adoption of this Act.~~

(2) Other Laws, Orders and Ordinances. Nothing in this Act shall be deemed to affect, annual or abrogate any other law or ordinance pertaining to or applicable to the ~~properties~~ ~~PROPERTIES~~ ~~affected by this Act, which is consistent with the provisions of this Act, and which can be given effect without abrogating the purpose, intent and requirements of this Act; provided, however, that this Act shall be construed to complement and supplement State laws and orders, including state imposed moratoria on building or development, which may affect such property. If this Act is deemed to be in conflict with any State law or order affecting such property, the State law or order shall be controlling. IN THE EVENT OF A CONFLICT BETWEEN THE PROVISIONS OF THIS ACT AND THE INTERIM DEVELOPMENT CONTROL MAP THE PROVISIONS OF THIS ACT SHALL BE CONTROLLING.~~

(3) Definitions. For the purpose of this Act, the words and terms used herein will be given the same meaning as such words and terms are given in the County Code, County Zoning Ordinance and County Subdivision Regulations.

PROVIDED, however, for the purposes of this Act, the following terms will be given the following meanings:

A. *Residential development.* Includes all of the uses permitted as of right or by special exception in the Resource Conservation (R.C. 2, 3, 4 and 5) zoning classifications; Density Residential (D.R. 1, 2, 3.5, 5.5, 10.5 and 16) zoning classifications, ~~except for~~ INCLUDING offices permitted by special exception in the D.R. 16 zoning classification; Residential Transition areas, Residence, Apartment, Elevator (R.A.E. 1 and 2) zoning classifications; and Residential Unit Developments.

B. *Commercial Development.* Includes all of the uses permitted as of right or by special exception in the Commercial (BL-Business, Local, BM-Business, Major; and BR-Business, Roadside) zoning classifications; the Commercial Community Core (CCC) and Commercial Town-Center Core (CT) zoning classifications; the Commercial Neighborhood Shopping District (CNS); and the Commercial Rural District (CR).

C. *Industrial Development.* Includes all of the uses permitted as of right or by special exception in the Industrial zoning classifications ("MR-Manufacturing, Restricted; MLR-Manufacturing, Light Restricted; MI-Manufacturing Light; and MH-Manufacturing, Heavy; AND INDUSTRIAL MAJOR").

(e) *Scope of Interim Development Controls*

(1) *General Requirements for All Development.* No special permit, special exception, tentative or final subdivision approval (with or without a Public Works Agreement), shall be granted by the appropriate County authority or official for any property lying within any area shown on the Interim Development Control Map unless the Planning Board pursuant to the procedures set forth in section (f) of this Act, after referral to the appropriate departments for study, analysis and findings, AND taking into account all appropriate PUBLIC comments and ~~evidence~~ DEPARTMENT FINDINGS AND RECOMMENDATIONS submitted, ~~by the public~~ determines that said property meets all of the following requirements:

A. *Public Sewer.*

(i) ~~public sewer facilities~~ ~~actually serve the property at the time of application for tentative or final subdivision approval (with or without a Public Works Agreement) or approval of the special permit or special exception with adequate capacity to serve the property as defined from pipe~~

~~size, rated flow, known or reported dry weather over-flow and estimated flow from the total usage to be generated from the proposed development~~

(i) PUBLIC SEWER FACILITIES WITH ADEQUATE CAPACITY ~~ACTUALLY~~ ARE AVAILABLE TO SERVE ~~SERVE~~ THE PROPERTY AT THE TIME OF (A) APPLICATION FOR TENTATIVE OR FINAL SUBDIVISION APPROVAL (WITH OR WITHOUT A PUBLIC WORKS AGREEMENT) OR (B) APPROVAL OF THE SPECIAL PERMIT OR SPECIAL EXCEPTION. ADEQUATE CAPACITY FOR THE PURPOSES OF THIS SECTION INCLUDES TREATMENT PLANT CAPACITY AND PUMPING STATION CAPACITY WHERE APPLICABLE, AND SHALL BE DEFINED BASED ON EXISTING USAGE, ESTIMATED FLOWS FROM THE TOTAL USAGE GENERATED FROM THE PROPOSED DEVELOPMENT RELATED TO PIPE SIZE RATED FLOW, AND KNOWN OR CONFIRMED DRY WEATHER OVERFLOWS, ~~for~~ FOR purposes of this section, public sewer is available at a development site if public sewer lines actually extend to the property or the developer has deposited with the County, at the time of application for subdivision approval, special exception or special permit, a sum of money, security, IRREVOCABLE LETTER OF CREDIT, ASSIGNMENT OF PASSBOOK ACCOUNT or bond, with sufficient sureties, ~~as determined by the County Office of Law,~~ which guarantees the construction of the public sewer lines to the property at the time of final approval of the subdivision, special permit or special exception; AND APPROVED BY THE COUNTY OFFICE OF LAW; or

(ii) ~~public sewer facilities which the~~ THE Department of Public Works confirms THAT PUBLIC SEWER FACILITIES are scheduled for construction or extension to the property within the current Metropolitan DISTRICT Capital Budget or programmed within the first year of the Metropolitan DISTRICT Capital Program and are CONSTRUCTIVELY available at the property at the time of granting tentative or final subdivision approval (with or without a Public Works Agreement) or approval of the special ~~exception~~ PERMIT or special permit EXCEPTION.

B. *Public Water.*

(1) ~~public water facilities~~ WITH ADEQUATE WATER PRESSURE, FLOW OR VOLUME FOR CONSUMPTION AND FIRE PROTECTION ~~actually~~ ARE AVAILABLE TO serve the property at the time of (a) application for tentative or final subdivision approval (with or without a Public Works Agreement) or (b) approval of the special

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permit or special exception, with adequate water pressure for consumption and fire protection for purposes of this section, public water facilities shall be deemed to ~~adequately serve the property~~ are available at a development site if public water lines actually extend to the property, or the developer has deposited with the County, at the time of application for TENTATIVE OR FINAL subdivision approval, special exception or special permit, a sum of money, security, IRREVOCABLE LETTER OF CREDIT, ASSIGNMENT OF PASSBOOK ACCOUNT or bond, with sufficient sureties, as determined by the County Office of Law, which guarantees the construction of the public water lines to the property at the time of final approval of the subdivision, special permit or special exception, AND APPROVED BY THE COUNTY OFFICE OF LAW; or

(ii) ~~public water facilities which~~ The Department of Public Works confirms THAT PUBLIC WATER FACILITIES are scheduled for construction or extension to the property within the current Metropolitan District Capital Budget or programmed within the first year of the Metropolitan District Capital Program and are CONSTRUCTIVELY available at the property at the time of granting tentative or final subdivision approval (with or without a Public Works Agreement) or approval of the special permit or special exception.

C. Storm Drainage.

(i) ~~Storm~~ water management facilities for handling storm water runoff from the fully developed property, ~~are~~ SHALL BE ~~certified~~ APPROVED by the Department of Public Works, in accordance with storm water management policies of the County, AND THAT SUCH FACILITIES ARE ~~to be~~ capable of managing and controlling storm water runoff from the proposed development so that the amount of runoff, based on a minimum 2 year storm frequency, will not be greater after development than before; and

(ii) ~~storm water runoff from the property, along a route to sea level, will be adequately controlled and managed through natural or artificial facilities, which either exist at the property through to sea level or are in an approved capital budget to be operational within 5 years.~~

(iii) STORM WATER RUNOFF FROM THE PROPERTY AND EXISTING FLOWS COMPUTED IN ACCORDANCE WITH COUNTY DESIGN STANDARDS SHALL BE ADEQUATELY CONVEYED THROUGHOUT THE DOWNSTREAM DRAINAGE COURSES OF THE COUNTY

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WITHOUT DAMAGE TO DOWNSTREAM DEVELOPED PROPERTIES OR WHERE DRAINAGE FACILITIES ARE INADEQUATE UNDER THIS CRITERIA, CORRECTION SHALL BE OPERATIONAL OR UNDER CONSTRUCTION WITHIN TWO YEARS.

D. Roads.

(i) ~~Existing roads and nearest arterial intersections serving the proposed development are adequate during peak hours at a service level of "E", "D" or better, if during the peak hour the existing roads and nearest arterial intersections are able to accommodate the traffic generated by the proposed development, at an "E", "D" or better level except:~~

(A) that if the existing level of service at the nearest arterial traffic intersection, at the time of application for approval under this Act, has a rating of service level "F" as determined by the Department of Traffic Engineering, the application shall be denied; AND IN ADDITION, IN LOCATIONS OR AREAS WHERE THERE IS NO ARTERIAL ACCESS TO OR EGRESS FROM A PROPOSED DEVELOPMENT, OTHER THAN THROUGH AN "F" INTERSECTION, WHICH MAY NOT BE THE NEAREST ARTERIAL INTERSECTION, THE APPLICATION SHALL ALSO BE DENIED.

(B) ~~that Section D-1(4) shall not apply to arterial traffic intersections consisting solely of intersection State arterial roads.~~

(iii) THE PROVISIONS OF D (i) SHALL NOT APPLY, PROVIDED ROAD OR ROAD INTERSECTION IMPROVEMENTS TO RELIEVE TRAFFIC CONGESTION TO A LEVEL "E" SERVICE OR BETTER DURING PEAK HOURS ARE SCHEDULED IN THE CURRENT 1976-77 MARYLAND STATE HIGHWAY ADMINISTRATION'S FIVE YEAR IMPROVEMENT PROGRAM OR THE BALTIMORE COUNTY BUDGET OR PROGRAM FOR CONSTRUCTION WITHIN THE NEXT SUCCEEDING TWO YEARS.

(iii) ARTERIALS AS USED HEREIN IS DEFINED TO MEAN THOSE EXISTING ROADS DESIGNATED AS PRINCIPAL OR MINOR ARTERIALS; INTERSTATE AND FREEWAY EXPRESSWAY IN THE 1990 FEDERAL FUNCTIONAL CLASSIFICATION, BALTIMORE COUNTY, MARYLAND, PREPARED BY THE DEPARTMENT OF TRANSPORTATION, STATE HIGHWAY ADMINISTRATION DATED MARCH 15, 1976, WITH MODIFICATIONS TO EXPRESS EXISTING CONDITIONS:

ICE AS USED HEREIN ARE DEFINED IN THE 1965 HIGHWAY CAPACITY MANUAL AND ON FILE IN THE DEPARTMENT OF TRAFFIC ENGINEERING:

(iv) IF PUBLIC BUS, RAIL OR OTHER FORM OF MASS TRANSIT IS REGISTERED WITH THE PUBLIC SERVICE COMMISSION AS TO ROUTES AND SCHEDULED STOPS AT A LEVEL OF SERVICE OF AT LEAST FOUR (4) TRIPS PER HOUR DURING THE PEAK HOUR OF A TYPICAL WEEK DAY AND SERVICES THE PROPOSED DEVELOPMENT BY WAY OF A SCHEDULED STOP WITHIN THE DEVELOPMENT OR WITHIN ONE THOUSAND FEET (1000') OF ANY PUBLIC STREET CORNER WITHIN THE PROPOSED DEVELOPMENT THE REQUIREMENTS OF SECTION D (6) SHALL NOT APPLY.

(2) *Extent of Development Permitted.*

IN CONSIDERING AN APPLICATION FOR APPROVAL, THE PLANNING BOARD SHALL FIRST DETERMINE WHETHER SUFFICIENT DATA EXISTS TO ESTABLISH THE ADEQUACY OF THE FACILITIES REQUIRED BY SECTION E (1), BASED ON AND CONSISTENT WITH THE DEPARTMENT'S RECOMMENDATIONS.

A. If an applicant meets all of the general requirements set forth in section (e) (1), above, as demonstrated by all data available to the County and its respective departments at the time of the application for approval of subdivision, special exception permit or special permit EXCEPT, the Planning Board shall allow full development in accordance with said application pursuant to THEN existing zoning and subdivision regulations, the County Code and existing county legislation.

B. If an applicant fails to meet any of the general requirements set forth in section (e) (1) above as affirmatively demonstrated by all data available to the County and its respective departments at the time of application for approval of subdivision, special exception or special permit, the Planning Board shall ~~deny~~ ADVISE THE APPROPRIATE AUTHORITY AND SAID AUTHORITY SHALL DENY said application.

C. If the data necessary to make a determination of conformance with the general requirements set forth in section (e) (1) above are unavailable to the County and its respective departments at the time of application for approval of subdivision, special permit or special exception, the Planning Board shall ADVISE THE APPROPRIATE AUTHORITY AND THE APPROPRIATE AUTHORITY SHALL deny said

application with leave to the applicant to renew his application: (1) upon applicant's furnishing sufficient data to enable the Planning Board and various COUNTY departments to make an objective determination OF COMPLIANCE WITH THE REQUIREMENTS OF SECTION (e) (1); or (2) WHEN THE plans, studies and data made available through the development of the proposed NEW COUNTY Master Plan become BECOME sufficient for the Planning Board and the various County departments to make an objective determination OF COMPLIANCE WITH THE REQUIREMENTS OF SECTION (e) (1).

D. THE DEPARTMENT SHALL LIST IN WRITING WHAT DATA IS MISSING AND THE COUNTY'S SCHEDULE FOR ACQUIRING THIS INFORMATION. ~~IT IS THE INTENT OF THE COUNTY COUNCIL THAT STUDIES TO ACQUIRE THE LISTED MISSING DATA SHALL BE GIVEN PRIORITY TO MINIMIZE UNREASONABLE DELAY FOR THE APPLICANT. THE PLANNING BOARD SHALL REVIEW THESE PLANS AND SCHEDULES AND DIRECT ADVISE THE APPROPRIATE AUTHORITY TO APPROVE THE APPLICATION IF IT FINDS UNREASONABLE DELAY BEYOND WHICH INDEPENDENT CONSULTANTS' KNOWLEDGEABLE IN THE FIELD, WOULD REQUIRE TO ACQUIRE THE MISSING DATA THAT IN THEIR OPINION, BASED UPON THE COUNTY'S SCHEDULE AND UPON THE TIME THAT AN INDEPENDENT CONSULTANT, KNOWLEDGEABLE IN THE FIELD, WOULD REQUIRE TO ACQUIRE THE MISSING DATA FOR SIMILAR COMPREHENSIVE STUDIES, THAT AN UNREASONABLE DELAY IN ACQUIRING THE DATA EXISTS AND THAT SAID APPLICATION SHOULD PROCEED INTO THE APPLICABLE PROCESS FOR APPROVAL. ANY COSTS INCURRED BY THE BOARD IN REACHING THEIR OPINION SHALL BE BORNE BY THE APPLICANT.~~

(3) *Special Exceptions to the General Requirements.*

A. *Urbanizing Area*

(i) The requirement for public sewers FACILITIES set forth in section (e) (1) A of this Act shall be deemed to have been fulfilled if property is located more than 2,000 feet from an existing public sewer line and the applicant agrees to furnish the following: (1) on-site septic or sewerage disposal systems satisfying County and State health requirements and (2) in place capped sewer lines MEETING ALL OF THE REQUIREMENTS OF THE DEPARTMENT OF PUBLIC WORKS WITH RESPECT TO SIZE, LOCATION, ELEVATION AND ANY OTHER APPLICABLE REQUIREMENTS on all internal streets of the proposed subdivision to serve each

let THE PROVISION REQUIRING IN PLACE CAPPED SEWERS SHALL NOT APPLY TO DEVELOPMENTS OR SUBDIVISIONS WHICH CONSIST SOLELY OF LOT OF 2 ACRES OR LARGER IN SIZE. to the jurisdiction meeting all of the requirements of the Department of Public Works with respect to site location, elevation and any other applicable requirements. If the property is within 2,000 feet of an existing public sewer line that can be extended physically without violation of engineering PRINCIPLES or planning policies, the applicant shall meet all of the requirements of section (e) (1)(A) of this Act and this exception shall not be applicable.

(ii) The Planning Board, in approving the Final Subdivision plat, shall require as a condition to approval thereof, that the requirement for capped sewers, IF APPLICABLE shall be noted on the Subdivision Plat to be filed, which note shall provide that each prospective lot purchaser shall be notified BY THE SELLER, IN WRITING, of this requirement prior to such purchase.

~~B. Non-Urban Area. The requirements set forth in section (c) (1) A & B of this Act shall not be applicable to any property located in the RC-5 zone classification and said property shall be allowed full development pursuant to the requirements of all OTHER applicable zoning and subdivision regulations, the County Code and other County legislation, policies and regulations, except that such property shall be subject to the requirements set forth for all subdivisions as to the vesting of rights contained in section (f) of this Act. No development shall be allowed on property in the RC-5 zone which is located within the Environmental Protection Area as defined in Section (b) of this Act, or which is located on or in those RC-5 zones which are located within the coastal zone as shown on the official Coastal Zoning Management Map. ZONE MANAGEMENT PROGRAM BOUNDARY LINE MAP, DATED DECEMBER, 1990.~~

B. NON-URBAN AREA. SUBJECT TO THE REQUIREMENTS OF ALL OTHER APPLICABLE PROVISIONS OF THIS ACT, ZONING AND SUBDIVISION REGULATIONS, THE COUNTY CODE AND OTHER COUNTY LAWS, POLICIES AND REGULATIONS AND FURTHER SUBJECT TO THE PROVISIONS OF THE LAST SENTENCE OF THIS SECTION B, PROPERTY LOCATED IN RC-2, RC-3, RC-4 AND RC-5 ZONE CLASSIFICATIONS MAY BE DEVELOPED AS FOLLOWS:

(1) RC-2 AND RC-4 ZONE CLASSIFICATION PROPERTY WHICH HAS BEEN PREVIOUSLY LAWFULLY SUBDIVIDED, MAY BE SUBDIVIDED INTO 2 LOTS, OR

~~LESS IN ADDITION TO ANY LOT IF ANY WHICH HAS BEEN OR WILL BE ALLOCATED TO AN EXISTING PRINCIPAL RESIDENTIAL STRUCTURE. SAID SUBDIVISION SHALL NOT BE SUBJECT TO THE PROVISIONS OF SECTION (c) (1) A & B OF THIS ACT. PROVIDED HOWEVER THAT ANY ADDITIONAL SUBDIVISION OF SUCH PROPERTY INCLUDING THE ACCOMMODATION OF ACCESSORY STRUCTURES OR TENANT HOUSES SHALL BE PROHIBITED DURING THE PERIOD COVERED BY THIS ACT.~~

(1) PROPERTY CLASSIFIED IN RC-2 OR RC-4 ZONE CLASSIFICATIONS WHICH HAS BEEN LAWFULLY SUBDIVIDED PRIOR TO THE EFFECTIVE DATE OF THIS ACT, MAY BE FURTHER SUBDIVIDED INTO TWO LOTS, IN ADDITION TO ANY LOT, IF ANY WHICH HAS BEEN OR WILL BE ALLOCATED TO AN EXISTING PRINCIPAL RESIDENTIAL STRUCTURE WHICH IS OWNER OCCUPIED AND SAID SUBDIVISION SHALL NOT BE SUBJECT TO THE PROVISIONS OF SECTION (c) (1) A & B OF THIS ACT, PROVIDED HOWEVER, THAT ANY FURTHER SUBDIVISION OF SUCH PROPERTY (INCLUDING THE ACCOMMODATION OF ACCESSORY STRUCTURES OR TENANT HOUSES) SHALL BE PROHIBITED DURING THE PERIOD COVERED BY THIS ACT.

(1a) PROPERTY CLASSIFIED IN RC-3 ZONE CLASSIFICATION WHICH HAS BEEN LAWFULLY SUBDIVIDED PRIOR TO THE EFFECTIVE DATE OF THIS ACT, MAY BE FURTHER SUBDIVIDED INTO TWO LOTS, INCLUDING ANY LOT, IF ANY, WHICH HAS BEEN OR WILL BE ALLOCATED TO AN EXISTING PRINCIPAL RESIDENTIAL STRUCTURE WHICH IS OWNER OCCUPIED AND SAID SUBDIVISION SHALL NOT BE SUBJECT TO THE PROVISIONS OF SECTION (c) (1) A & B OF THIS ACT, PROVIDED HOWEVER, THAT ANY FURTHER SUBDIVISION OF SUCH PROPERTY (INCLUDING THE ACCOMMODATION OF ACCESSORY STRUCTURES OR TENANT HOUSES) SHALL BE PROHIBITED DURING THE PERIOD COVERED BY THIS ACT.

(2) RC-5 ZONE CLASSIFICATION PROPERTY SHALL BE ALLOWED FULL DEVELOPMENT AND SHALL NOT BE SUBJECT TO THE PROVISIONS OF SECTION (c) (1) A & B OF THIS ACT.

NOTWITHSTANDING THE FOREGOING, NO DEVELOPMENT SHALL BE ALLOWED UPON ANY PROPERTY LOCATED IN THE RC-2, RC-3, RC-4 AND RC-5 ZONE CLASSIFICATIONS AND LOCATED WITHIN THE COAST.

AL ZONE AS SHOWN ON THE OFFICIAL COASTAL ZONING MANAGEMENT PROGRAM BOUNDARY LINE MAP, DATED DECEMBER, 1976.

C. *Environmental Protection Area*. NOTWITHSTANDING ANY PROVISIONS OF THIS ACT TO THE CONTRARY, no building permit, special permit, exception, tentative or final subdivision approval (with or without a Public Works Agreement) shall be granted in any ENVIRONMENTAL PROTECTION Area as defined in Section (b)4 of this Act, EXCEPT THAT SHOULD A PRINCIPAL AND/OR ACCESSORY STRUCTURE BE EITHER TOTALLY OR PARTIALLY DESTROYED DURING THE PERIOD OF THIS ACT, WHICH DESTRUCTION IS NOT THE RESULT OF THE WILFUL OR INTENTIONAL ACT OF THE OWNER, HIS AGENTS, SERVANTS OR EMPLOYEES, A REPLACEMENT BUILDING PERMIT MAY BE ISSUED PROVIDED THE STRUCTURE SO TOTALLY OR PARTIALLY DESTROYED WAS LAWFULLY CONSTRUCTED. SHOULD THE REPLACEMENT PERMIT BE ISSUED, IT SHALL BE LIMITED TO REPLACEMENT OF THE SAME SQUARE FOOTAGE AND CUBIC SQUARE FOOTAGE AS THAT OF THE PARTIALLY OR TOTALLY DESTROYED STRUCTURE AND SAID PERMIT SHALL REQUIRE THAT ALL OTHER APPLICABLE PROVISIONS OF THIS CODE, OTHER COUNTY LAWS, POLICIES AND REGULATIONS BE MET.

(4) D. *Non-Residential Development*.

Industrial and eCommercial dDevelopment as set forth in section (e) (1) as to all property located within the urbanized and urbanizing areas of the County, provided, however, that all non-residential development shall conform with all other applicable zoning and subdivision regulations, and policies of the County Code, and other County legislation, policies and regulations.

(f) *Planning Board Procedure for Approval of Development Application*.

Upon receipt of an application for a special permit, special exception, tentative or final subdivision approval, with respect to property located in any of the areas shown on the Interim Development Control Map during the EFFECTIVE PERIOD ~~pendency~~ of this Act, the appropriate County authority or official shall, prior to taking any action on such application, WITHIN TEN DAYS AFTER RECEIPT OF SAME refer such application to the Planning Board for its review, report and

decision as to whether such property conforms to and meets the requirements set forth in Sections (d) and (e) of this Act. The decision of the Planning Board shall be rendered and referred to the appropriate County or official within 90 days of receipt of said application by the Planning Board. Upon receipt of said application the Planning Board shall review said application with respect to its conformity to the requirements of this Act and draft a preliminary report, together with the application and other relevant information and documentation, which shall be circulated to the Departments of Public Works, Planning, and Traffic Engineering and such other departments as may be appropriate, for EACH such department's study, analysis and recommendation, together with such supporting data as such department shall compile as to the conformance of the proposed development to the requirements of this Act. Such recommendations and data of the departments shall be transmitted to the Planning Board within 75 days from the date of submission of the application. Upon the basis of, and consistent with, the recommendations so received, the Planning Board shall render its decision as to whether the property conforms to the requirements of this Act. If the decision of the Planning Board is affirmative as to the property meeting THEN DECIDES THAT THE PROPERTY CONFORMS TO THE REQUIREMENTS the requirements of this Act, the appropriate County authority or officials shall proceed to process said application pursuant to the procedures authorized by the County Code. If the report of the Planning Board is negative as to THEN DECIDES THAT the property meeting FAILS TO CONFORM TO the requirements of this Act, the appropriate County authority or official shall deny such application. The applicant may renew such application at any time during the EFFECTIVE period of the Interim Development Control Act, upon complying with the conditions and standards of the Act or upon the final acceptance of the proposed Master Plan and implementing county legislation and regulations. The decision of the Planning Board shall be final and no appeal shall be taken therefrom to any County Board or official INCLUDING THE ZONING COMMISSIONER.

(g) *Variation*.

The Zoning Commission shall have the power to vary or modify the application of any provision of this Act upon his independent determination that such variance or modification is consistent with the spirit of the proposed Master Plan, or part thereof, particularly in regard to the proposed elements of the growth management system as they become available or adopted and with the promotion and protection of the health, safety, morals and general welfare of the County. Such petition

~~PATIENTS COUNTY CODE COUNTY ZONING ORDINANCE COUNTY SUBDIVISION REGULATIONS AND APPLICABLE PROVISIONS OF LAW.~~

(b) Penalties and Enforcement.

Any person, firm, entity or corporation who shall subdivide, construct, erect, enlarge, REPAIR, REMODEL or alter structurally, any parcel, lot, building or structure, in violation of the provisions of this Act or who shall otherwise violate any of the provisions of this Act shall be subject to any and all penalties and enforcement procedures set forth in Title 22 of the County Code.

(c) Severability.

~~The invalidity of any word, section, clause, paragraph, sentence, part or provision of this Act shall not effect the validity of any other part of this Act which can be given effect without such invalid part or parts.~~

(d) Vested Rights.

(1) Urbanized, Urbanizing and Non Urban Areas.

A. Nothing in this Act shall be deemed or intended to abrogate or annul any prior approval lawfully issued and in effect on the date of effectiveness of this Act with respect to an already issued or approved special permit, special exception, zoning map amendment, reclassification of the use of property, final subdivision approval ~~with or without a Public Works Agreement~~ or tentative subdivision approval ~~with a Public Works Agreement~~ WITH OR WITHOUT A PUBLIC WORKS AGREEMENT.

B. Nothing in this Act shall be deemed or intended to deny the owner of a lawfully created single tract or parcel of land the right to develop a single residential unit and structures accessory thereto on said property in conformity with existing zoning regulations, provided that no subdivision of said land or parcel shall be required.

C. For the purposes of this Act, a tenant farmer's house on property also occupied by a main dwelling is an accessory structure if farming of the property constitutes the sole vocation of the occupant of the tenant farmer's house

(2) Environmental Protection Area

Nothing in this Act shall be deemed or intended to abrogate or annul any prior approval lawfully issued and in effect on the date of effectiveness of this Act, with respect to an

already issued or approved building permit, special permit, special exception, zoning map amendment or reclassification of the use of property, pursuant to which substantial construction has occurred.

(3) Subdivision Approvals Provided for These Years.

WITHIN: A any subdivision, or lot or parcel thereof that has received final subdivision approval where no valid Public Works Agreement remains outstanding, which AND THIS SAID subdivision, LOT OR PARCEL, THEREIN, remains entirely or partially undeveloped for three years from the effective date of this Act, said approval with respect to such subdivision, lot or parcel thereof shall be deemed to have lapsed and said subdivision, lot or parcel thereof shall be resubmitted to the Planning Board, prior to any further development, for approval in accordance with the THEN applicable provisions of the County Zoning and Subdivision Regulations. A subdivision, lot or parcel thereof shall be considered to be entirely or partially undeveloped, and therefore subject to the requirements of this subsection, if within three (3) years after the effective date of the adoption of this Act, a building permit has not been issued and OR substantial construction ON PLUMBING, MECHANICAL AND/OR ELECTRICAL CONSTRUCTION OR PLUMBING, MECHANICAL AND/OR ELECTRICAL CONSTRUCTION OR PLUMBING, MECHANICAL AND/OR ELECTRICAL CONSTRUCTION THEREOF has not begun, and the subdivision regulations or ZONING REGULATIONS, ORDINANCE OR MAP have been changed subsequent to the original subdivision approval.

If only the area regulations of the zoning district in which a subdivision, lot or parcel is located have been changed, thereby making the subdivision, lot or parcel nonconforming IN NONCOMPLYING to its area, and the lot or parcel is separated from any other land in the same ownership said lot or parcel may be used for any permitted use in the zoning district in which the lot or parcel is located without resubmission to the Planning Board, provided that such use shall comply with the area regulations as specified in the highest MOST RESTRICTIVE AND COMPARABLE, residential, commercial or industrial zoning district subdivision applicable having the same minimum lot area.

Some ownership to used in this subsection shall mean ownership by THE same person, corporation, firm, entity, TRUST, ESTATE, partnership or unincorporated association or ownership by different corporations, firms, partnerships, entities, TRUSTS, ESTATES or unincorporated associations in which a stockholder, BENEFICIARY, partner or associate is a member of the IMMEDIATE family (i.e. SPOUSE, CHILDREN, PARENTS OF ANY OF THEM) owns an OR HAS: A BENEFICIAL, interest in each corporation, firm,

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~~partnership, trust, estate, or otherwise incorporated association~~

(3) **RECORD SUBDIVISION PLATS PROTECTED FOR THREE FIVE YEARS.**

RECORD SUBDIVISION PLATS (WHETHER RECORDED PRIOR TO OR SUBSEQUENT TO THE EFFECTIVE DATE OF THIS ACT) FOR ANY SUBDIVISION, SECTION, OR PARCEL THEREOF (HEREINAFTER DEEMED TO HAVE LAPSED AND HAVE BEEN REVOKED FOR EITHER THE ENTIRE SUBDIVISION, OR ANY SECTION OR PARCEL THEREOF, WHERE THE APPLICABLE SUBDIVISION, SECTION OR PARCEL THEREOF REMAINS UNDEVELOPED FOR A PERIOD OF ~~THREE~~ FIVE YEARS FROM THE EFFECTIVE DATE OF THIS ACT OR FIVE YEARS AFTER THE DATE OF RECORDING THE FINAL SUBDIVISION PLAT WHICHEVER IS LATER.

UPON SUCH LAPSE AND REVOCATION OF THE RECORD PLAT, A NEW APPLICATION FOR TENTATIVE AND FINAL SUBDIVISION APPROVAL FOR SUCH UNDEVELOPED SUBDIVISIONS, SECTION OR PARCEL THEREOF SHALL BE SUBMITTED TO THE PLANNING BOARD PRIOR TO ANY DEVELOPMENT OR ISSUANCE OF BUILDING PERMITS, FOR REAPPROVAL IN ACCORDANCE WITH THE APPLICABLE PROVISIONS OF THE COUNTY ZONING ORDINANCE AND SUBDIVISION REGULATIONS IN FORCE AT THE TIME OF SAID REAPPLICATION.

A. SUBDIVISION SECTION OR PARCEL THEREOF IS HEREBY DEFINED AS UNDEVELOPED IF ISSUED OR, A. BUILDING PERMITS HAVE NOT BEEN

H. BUILDING PERMITS HAVE BEEN ISSUED BUT SUBSTANTIAL CONSTRUCTION ON THE SITES HAS NOT BEGUN OCCURRED OR:

C. SUBSTANTIAL CONSTRUCTION ON REQUIRED PUBLIC IMPROVEMENTS (HEREINAFTER DEFINED AS CONSTRUCTION OF PUBLIC OR PRIVATE IMPROVEMENTS PURSUANT TO APPLICABLE REGULATIONS AND REQUIREMENTS OF THE DEPARTMENT OF PUBLIC WORKS) HAS NOT ~~BEGUN~~ OCCURRED ON ANY SECTION OR PARCEL OF THE SUBDIVISION.

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D. SUBSTANTIAL CONSTRUCTION ON REQUIRED PUBLIC OR PRIVATE IMPROVEMENTS HAS ~~BEGUN~~ OCCURRED ON A PART OF THE SUBDIVISION, BUT HAS NOT ~~BEGUN~~ OCCURRED WITH RESPECT TO ANY SECTION OR PARCEL THEREOF, IN WHICH EVENT ONLY THE SECTION(S) OR PARCEL(S) OF THE SUBDIVISION IN WHICH SUBSTANTIAL CONSTRUCTION ON REQUIRED PUBLIC IMPROVEMENTS HAS NOT ~~BEGUN~~ OCCURRED SHALL BE DEEMED TO BE UNDEVELOPED

ANY SINGLE LOT IN SUCH SUBDIVISION, SEPARATED FROM ANY OTHER LOT IN THE SAME OWNERSHIP, MAY BE USED WITHOUT FURTHER SUBDIVISION APPROVAL FOR ANY PERMITTED USE IN THE ZONING DISTRICT IN WHICH THE LOT IS LOCATED IN EFFECT AT THE TIME OF APPLICATION FOR A BUILDING PERMIT, SPECIAL PERMIT, OR SPECIAL EXEMPTION, EXCEPT THAT THE AREA REQUIREMENTS FOR SUCH LOT IF USED FOR A RESIDENTIAL, SINGLE FAMILY STRUCTURE SHALL BE THOSE REQUIREMENTS IN FORCE AT THE TIME THE INITIAL FINAL SUBDIVISION WAS APPROVED

SAME OWNERSHIP, AS USED IN THIS SUBSECTION SHALL MEAN OWNERSHIP BY THE SAME PERSON, CORPORATION, FIRM, ENTITY, TRUST, ESTATE, PARTNERSHIP, OR UNINCORPORATED ASSOCIATION, OR OWNERSHIP BY DIFFERENT CORPORATIONS, FIRMS, PARTNERSHIPS, ENTITIES, TRUSTS, ESTATES, OR UNINCORPORATED ASSOCIATIONS, IN WHICH A STOCKHOLDER, BENEFICIARY, PARTNER, OR ASSOCIATE OR A MEMBER OF HIS IMMEDIATE (I.E. SPOUSE, CHILDREN, PARENTS OF ANY OF THEM, FAMILY OWNS AN INTEREST IN EACH CORPORATION, FIRM, PARTNERSHIP, ENTITY, TRUST, ESTATE, OR UNINCORPORATED ASSOCIATION.

SECTION 2. SEVERABILITY.

EVERY PART OF EVERY SECTION, SUBSECTION, SENTENCE, CLAUSE, PHRASE, OR WORD OF THIS NEW SECTION 22-15.1 IS ENACTED INDEPENDENTLY AND IS, THEREFORE, SEVERABLE. IF ANY SECTION, SUBSECTION, SENTENCE, CLAUSE, PHRASE OR WORD HEREOF IS FOR ANY REASON, HELD TO BE UNCONSTITUTIONAL, VOID OR INVALID, THE VALIDITY OF THE REMAINING PORTIONS SHALL NOT BE AFFECTED THEREBY, IT BEING THE INTENT OF THE COUNTY COUNCIL OF BALTIMORE COUNTY, MARYLAND IN

(Page 24 — Bill No. 12-77)

ADOPTING THIS ACT THAT NO PORTION THEREOF OR PROVISION OR REGULATION CONTAINED THEREIN SHALL BECOME INOPERATIVE OR FAIL BY REASON OF ANY UNCONSTITUTIONALITY OR INVALIDITY OF ANY OTHER PORTION OR PROVISION OR REGULATION.

SECTION 3. And be it further enacted, that this Act shall take effect forty-five days after its enactment.

READ AND PASSED this 22nd day of February, 1977.

By Order

Thomas Toporovich, Secretary

PRESENTED to the County Executive, for his approval this 24th day of February, 1977.

Thomas Toporovich, Secretary

APPROVED AND ENACTED: 3/2/77

Theodore G. Venetoulis,
County Executive

I HEREBY CERTIFY THAT BILL NO. 12-77 IS TRUE AND CORRECT AND TOOK EFFECT ON APRIL 16, 1977.

John V. Murphy,
Chairman, County Council

EXPLANATION: *Italics indicate new matter added to existing law.*
[Brackets] indicate matter stricken from existing law.
CAPITALS indicate amendments to bill.
~~Strike-out~~ indicates matter stricken out of bill.

ZONING ORDINANCE 1E TEXT AMENDMENT (T-43)

(Pertaining to revisions in the text of Carroll County Zoning Ordinance 1E as approved following public hearings on April 18 and April 19, 1978).

WHEREAS, the Carroll County Planning and Zoning Commission recommended to the Board of County Commissioners a set of proposed text and map amendments to establish an Agricultural Zoning District and to make related changes in the Zoning Ordinance; and

WHEREAS, the Planning and Zoning Commission transmitted with the recommended amendments three reports on the proposed Agricultural District and the relationship to the Carroll County Master Plan; and

WHEREAS, the recommended zoning amendments were advertised and public hearings were held on April 18 and April 19, 1978, in conformance with Article 19 of the Carroll County Zoning Ordinance and Article 66B of the Annotated Code of Maryland; and

NOW THEREFORE, be it resolved this 26th day of April, 1978 that the County Commissioners do hereby adopt the following changes, additions and modifications to the Carroll County Zoning Ordinance 1E to be known as Ordinance No. T -43 and to read as follows:

1. Amend Ordinance to provide a new Article, Article 6. "A" Agricultural District to read as follows:

ARTICLE 6. "A" AGRICULTURAL DISTRICT

The purpose of this District is to provide for continued farming activities, conserve agricultural land, and reaffirm agricultural uses, activities and operations as the preferred and dominant use of land within the district. While relatively small existing hamlets, villages and residential communities appear within, as do occasional dwellings, and other uses, the District is primarily composed of lands which, by virtue of their highly productive soils, rolling topography and natural beauty, are the very essence of the County's farming heritage and character. A substantial portion of the residential development in the County has previously taken place in the Agricultural District. This has the effect of taking agricultural land out of production and creating a demand for public facilities and services -- roads, water and sewerage, schools, police and fire protection -- in areas where provision for such additional services and facilities is not consistent with the purpose of the Agricultural District. The intent of this Article is to recognize the need for and appropriateness of very limited residential development in the Agricultural District but to prohibit residential development of a more extensive nature. It is the further purpose of this District to maintain and promote the open character of this land as well as to promote the continuance and viability of the farming and agri-business uses.

Sec. 6.0 Generally.

The following regulations and the applicable regulations contained in other articles shall apply in the "A" Agricultural District:

Sec. 6.1 Agriculture preferred use.

Agriculture is the preferred use in the Agricultural District. All agricultural operations shall be permitted at any time, including the operation of farm machinery and no agricultural use shall be subject to restriction because it interferes with other uses permitted in the District.

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(l) Veterinary clinics or animal hospitals, but not including any exercising runway; provided, any structure or area used for such purposes shall be at least two (2) times the distance requirements specified in Section 4.12.

(m) Conversion and alteration of buildings existing at the time of enactment of this ordinance to accommodate not more than two families; provided, that any such use shall have a minimum lot area of one (1) acre.

(n) Interim limestone extractive operations in any area shown and designated "AE" on the Zoning Maps of Carroll County as from time to time adopted or amended, subject to the requirements of Sections 14.41 and 14.42 of this Ordinance and as defined by and subject to the limitations and requirements of Section 20.14A of this Ordinance.

Section 6.3 Conditional Uses (requiring Board authorization).

- (a) Antique shops.
- (b) Airports or landing fields, public or private, subject to approval by the State Aviation Commission.
- (c) Beauty parlors and barber shops.
- (d) Cemeteries, mausoleums, or memorial gardens.
- (e) Contractor's equipment storage and/or yards; farm machine or farm welding shops and farm machinery sales and service, all of which are specifically for the repair, maintenance and/or sale of farm machinery; provided all such uses shall be subject to two (2) times the distance requirements specified in Section 4.12 and a minimum of three (3) acres is provided.
- (f) Extractive type industries, subject to the requirements of section 14.4
- (g) Fairgrounds and race tracks or courses for the conduct of seasonal or periodic meets of horses, dogs, aircraft, automobiles, motorcycles and the like; provided, such use shall be subject to three (3) times the distance requirements specified in section 4.12.
- (h) Farms for the raising of animals for experimental or other purposes, such as rats, rabbits, mice, monkeys and the like, and fur farms provided, such uses shall be subject to three (3) times the distance requirements specified in section 4.12.

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- (t) Roadside stands for the sale of fresh fruits, vegetables and other farm produce in season.
- (u) Agricultural research laboratories and facilities on a minimum lot of 25 acres; however, the lot may be reduced provided the Board finds the nature and scale of the operation can be appropriately accommodated and further provided that a site development plan shall be approved by the Commission.

Sec. 6.4 Accessory uses.

- (a) Accessory buildings and uses customarily incidental to any principal use or authorized conditional use.
- (b) Incidental home and farm occupations provided that antique shops, barber shops or beauty shops, whether in the home or within a detached building on the same premises, shall be subject to Board approval after public hearing.
- (c) Roadside stands offering for sale only agricultural products grown primarily on the premises.
- (d) Keeping of roomers or tourists by a resident family.
- (e) Living quarters for persons employed on the premises.
- (f) Business signs, subject to the provisions of section 14.2.
- (g) Keeping of animals or fowl for pets or for domestic use.
- (h) One private stable as regulated in Section 5.3(b).
- (i) A private parking area not including commercial parking lots on the same premises of any permitted, conditional or nonconforming use; and private areas off-premises subject to Section 14.1(k).
- (j) The professional office of a resident physician, subject to site plan approval by the Planning Commission and provision for any landscaping, screening, off-street parking or other facilities or improvements as may be deemed necessary by the Commission.
- (k) Saddlery and tack shop on the premises of any riding academy, boarding stable or horse farms.

Sec. 6.5 Height regulations.

Except as provided in section 15.4, no building or structure or part thereof shall be constructed or extended to exceed two and one-half (2½) stories or a height of thirty-five (35) feet. The height limit for accessory buildings shall be two (2) stories, but not over twenty-five (25) feet.

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(j) Schools and colleges, including nursery schools or day care centers.

(k) Public buildings, structures, and properties of the recreational, cultural, administrative, or public service-type, including fire, ambulance or rescue services.

(l) Temporary buildings may be used incidental to construction work upon compliance with the requirements of the Health Department, but shall be removed upon the completion or abandonment of the construction work.

(m) Veterinary clinics or animal hospitals, but not including any exercising runway; provided, any structure or area used for such purposes shall be at least two (2) times the distance requirements specified in section 4.12.

(n) Conversion and alteration of buildings existing at the time of enactment of this ordinance to accommodate two or more families; provided, that any such use shall have a minimum lot area of one (1) acre and at least ten thousand (10,000) square feet of lot area per family.

(o) Medical Centers as defined in Section 20.25B and subject to prior approval of the site development plan and exterior design of the structure by the Commission.

(p) Interim limestone extractive operations in any area shown and designated "AE" on the Zoning Maps of Carroll County as from time to time adopted or amended, subject to the requirements of Sections 14.41 and 14.42 of this Ordinance and as defined by and subject to the limitations and requirements of Section 20.14A of this Ordinance.

Sec. 6.A.2 Conditional uses (requiring Board authorization).

(a) Antique shops.

(b) Airports or landing fields, public or private, subject to approval by the State Aviation Commission.

(c) Beauty parlors and barbershops.

(d) Cemeteries, mausoleums, or memorial gardens.

(e) Contractor's equipment storage and/or yards; provided, such use shall be subject to two (2) times the distance requirements specified in section 4.12 and a minimum of three (3) acres is provided.

(f) Extractive type industries, subject to the requirements of section 14.4.

(g) Fairgrounds and race tracks or courses for the conduct of seasonal or periodic meets of horses, dogs,

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(s) Refuse or garbage disposal areas; provided, such use shall be subject to five (5) times the distance requirement specified in section 4.12.

(t) Research laboratories or research type industries in which the activities are completely enclosed in a building or buildings. The lot area for such use shall not be less than twenty-five (25) acres and a site development plan shall be approved by the Commission.

(u) Commercial swimming pools, parks, recreational areas, and golf ranges; provided, such use shall be two (2) times the distance requirements specified in section 4.12, and commercial camping areas subject to the requirements of Article 14.9.

(v) Trap, skeet, rifle or archery ranges, including gun clubs; provided, such use shall be five (5) times the distance requirements specified in section 14.2 and all safety standards of county, state, and federal agencies are observed.

(w) Nursing and/or Retirement Homes subject to Prior approval of the site development plan and the exterior design of the structure by the Commission.

(x) Garden Supply Centers, where the secondary use involves the sale of small or light garden supplies or hand tool-type implements customary and incidental to the sale of garden plants and nursery stock sold on the premises where same are incidental to normal maintenance and care of lawns and gardens; and provided that heavy hardware, tools and equipment shall be expressly prohibited under this section.

Sec. 6.A.3 Accessory uses.

(a) Accessory buildings and uses customarily incidental to any principal use or authorized conditional use.

(b) Incidental home and farm occupations; provided that antique shops, barber shops or beauty shops, whether in the home or within a detached building on the same premises, shall be subject to Board approval after public hearing.

(c) Roadside stands offering for sale only agricultural products grown primarily on the premises.

(d) Keeping of roomers or tourists by a resident family.

(e) Living quarters for persons employed on the premises.

(f) Business signs, subject to the provisions of section 14.2.

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Sec. 6.5. Lot area, lot width and yard requirements.

The following minimum requirements shall apply, except as hereinafter modified in Article 15:

	Lot Area	Lot Width	Lot Area Per Family	Front Yard Depth	Side Yard (width each Side Yard)	Rear Yard Depth
Dwellings	20,000 sq. ft.	100 ft.	1 20,000 sq. ft.	40 ft.	20 ft.	50 ft.
Conversion Apts.	1 acre	150 ft.	10,000 sq. ft.	40 ft.	30 ft.	50 ft.
Schools, Elem.	5 acres	400 ft.		150 ft.	100 ft.	50 ft.
Schools, High	10 acres	500 ft.		150 ft.	100 ft.	50 ft.
Colleges	15 acres	500 ft.		150 ft.	100 ft.	50 ft.
Hospitals (Class A)	5 acres	400 ft.		150 ft.	100 ft.	50 ft.
Hospitals (Class B)	10 acres	500 ft.		200 ft.	100 ft.	50 ft.
Churches	2 acres	200 ft.		100 ft.	50 ft.	50 ft.
Nursery Schools, Day Centers	20,000 sq. ft.	100 ft.		40 ft.	30 ft.	50 ft.
Public Utilities	20,000 sq. ft.	100 ft.		40 ft.	20 ft.	50 ft.
Antique or Beauty Shops or Barbershops	20,000 sq. ft.	100 ft.		40 ft.	20 ft.	50 ft.
Other Principal Per- mitted or Conditional Uses	3 acres	200 ft.		40 ft.	30 ft.	50 ft.
	Lot Area	Lot Width	Density	Front Yard Depth	Side Yard (width each side yard)	Rear Yard Depth
2 Nursing Homes	45,000 sq. ft.	150 ft.	1 Bed/3,000 sq.ft.*	50 ft. minimum**	40 ft. minimum**	50 ft. minimum
2 Retirement Homes	45,000 sq. ft.	150 ft.	1 D.U./3,000 sq.ft.	50 ft. minimum	40 ft. minimum	50 ft. minimum

*For those areas in excess of 100,000 square feet and the denominator of the density factor will be made by the commission and the Health Department upon the view and approval of the site development plan.

**As lot area increases above the minimum of 45,000 square feet, increased provisions for front side and rear yards shall be determined by the Commission and Health Department based on the site development plan.

¹ (Amended 2-15-68) A corner lot shall have a minimum width at the building line of 125 ft.

² (Amended 8-12-71)

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(In the following - Italics indicates new matter; strike lines indicate matter deleted)

5. Amend Article 4, Section 4.14, to read in part as follows:

In any A, "T" C, H, MHP, or R District ~~...(etc.)...~~

6. Amend Article 4, Section 4.15, to read in part as follows:

~~Nothing-in-this-ordinance-shall-prohibit-a-minor-subdivision of-land-as-herein-defined-in-any-district-provided,-however,-that~~ A major subdivision of land as herein defined for residential purposes in any portion of a "A"-Agricultural, "T" *Transitional District* or a "C" Conservation District shall, following any required technical review and prior to any approval, be subject to a final determination to insure compliance with the following requirements.~~.....(etc.)...~~

7. Amend Article 10, Section 10.1(j) to read in part as follows:

(j) Any use or structure permitted and as regulated as a principal permitted use in an "A", "T", "R-20,000 or "R-10,000".~~.....(etc.)...~~

8. Amend Article 10, Section 10.2(a) to read in part as follows:

(a) Any conditional use permitted and as regulated in the "A" and "T" District except ~~.....(etc.)...~~

9. Amend Article 11, Section 11.1(c) to read in part as follows:

(c) Any use or structure permitted and as regulated as a principal permitted use in an "A", "T", "R-20,000", "R-10,000, ~~.....(etc.)...~~

10. Amend Article 14, Division II, Section 14.24 to read in part as follows:

Outdoor advertising signs pertaining to use "off the premises", as enumerated in Section 14.22(b), shall be a principal permitted use in all Districts except "C" and "R" Districts, and except in the following scenic areas in an "A" District or "T" District as described hereinafter.~~.....(etc.)...~~

14. Amend Article 14, Division X, to read in part as follows:

A major subdivision of land for residential purposes in any "A"-Agricultural, "T" Transitional or "C" Conservation District may be approved, (etc.)

1. In designating a tract(s) or area(s) suitable for a major subdivision of land for residential purposes in any "A"-Agricultural, "T" Transitional or "C" Conservation District, the Commission shall pursuant, (etc.)

15. Amend Article 15, Section 15.1(c) and (d) to read in part as follows:

(c) In any district, except the "C" Conservation District, the "A" Agricultural District or the "T" Transitional District where dwellings are permitted, if neither a public, (etc.)

(d) Except in a "C" Conservation, "A" Agricultural, "T" Transitional District or "R-20,000" Residence District, if a public water supply, (etc.)

16. Amend Article 15, Section 15.4(b), to read in part as follows:

(b) In any "A" , "T" , "R" or "B" District, the height of a building may be extended to three stories, but not, (etc.)



Maryland Department of Transportation

The Secretary's Office

Blair Lee III
Acting Governor
Marmann K. Intemann
Secretary

September 13, 1978

Mr. Frederick Dewberry
Executive Director
Regional Planning Council
701 St. Paul Street
Baltimore, Maryland 21202



Dear Mr. Dewberry:

In accordance with the provisions of Section 172 (b) (1) of the 1977 Clean Air Act Amendments, which require implementing agencies to provide written evidence of commitment to those elements of the Transportation Control Plan (TCP) for which they are responsible, I am submitting the following statement.

It is the intent of the Department of Transportation to make a conscientious effort to carry out to the maximum extent feasible those transportation improvements which are the responsibility of the Department called for in the Baltimore Region TCP as specified in Volume IV--Commitments according to the project lists and schedules shown in that document.

The commitments shown in Volume IV of the Baltimore Region Transportation Control Plan (TCP) rely primarily upon the FY 1979-1981 Baltimore Region Transportation Improvement Program (TIP) and the budget, schedules, and participation shown in the FY 1979 Baltimore Region Unified Transportation Work Program (UTWP). Funding shown in these programs reflect the Department's Consolidated Transportation Program (CTP). From time to time, the CTP may have to be adjusted. Amendments will be introduced into the TIP and UTWP to make them compatible with the CTP, and will be incorporated into annual (or more frequent) updatings of the TCP. Where there are inconsistencies among these documents, the CTP must be the source document.

My telephone number is (301) - 243-7397 (MARCOM)

Post Office Box 8755, Baltimore-Washington International Airport, Maryland 21240

Mr. F. Dewberry
Page Two

Our Department budget is approved by the Maryland General Assembly each spring for the ensuing fiscal year; therefore, at this time, I am unable to commit State funds or corresponding manpower to carry on the work beyond June 30, 1979. In addition, many of the projects included in the TCP rely upon Federal funding. We are in continuous contact with the appropriate Federal agencies, but we cannot assume Federal funding will be forthcoming, so that our commitments can cover only those projects for which full funding has already been authorized. These funding uncertainties, the likelihood of continuing inflation which will increase the cost of implementation; the findings of systems, project planning and engineering studies; the ability of the projects to meet Maryland Environmental Protection Act (MEPA) and National Environmental Protection Act (NEPA) requirements; the results of public hearings and other community participation activities; Maryland General Assembly actions or policy decisions of the Governor could affect materially the schedules shown in Volume IV. Accordingly, I cannot commit the Department to pursue each of the TCP strategies for which we are responsible according to the schedule shown.

I reiterate, however, that it is our intention, assuming that the budgetary and grant application requests are authorized, that the projects prove to be technically, financially, and environmentally sound and are accepted by the regional community, to meet the schedule.

Our commitment to strengthen the Region's transit system is shown in the Attachment to this letter. In brief, we will be upgrading the quality of our bus service through purchase of improved replacement vehicles, improved application of improved techniques for scheduling and routing, and through an application of funds to construct new transit maintenance and storage facilities. We are also augmenting our commuter rail service in the Region.

Phase I, Section A of the Rapid Rail Transit System, from Charles Center to Reisterstown Plaza, currently under construction, is slated to be operational by 1982. We expect to submit a capital grant application for design funds for Section B of Phase I, from

Mr. F. Dewberry
Page Three

Reisterstown Plaza to Owings Mills, during 1980, contingent upon General Assembly approval of the State funds for this purpose. It is our intention, given Urban Mass Transportation Administration's approval of our grant application and favorable results of the design study and continuing State and Federal financial support, to proceed with acquisition of necessary right-of-way, and construction of the transit line. Under optimum circumstances, Section B of the Phase I line could be in operation during 1984.

We also have committed funds during FY 1979 to analyze alternatives for the North and South transit corridors. These studies serve as the precursor toward capital grant applications for design and engineering and, if the studies determine that these lines are technically and financially feasible, toward eventual construction of the lines. It is our intent to maintain a strong regional transit development program over the 1978 to 1987 period.

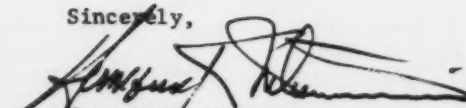
With respect to other TSM projects as noted in the Attachment to this letter, we shall continue to pursue an aggressive program to investigate, operate and implement those strategies noted in Volume IV of the TCP which improve air quality, consistent with the Department's Consolidated Transportation Program.

In addition to these activities, I have written to Secretary Solomon of the Maryland Department of Health and Mental Hygiene assuring him that we will work cooperatively with his Department to present to the Governor the approach recommended by the Regional Air Quality Task Force and discuss options regarding an Emissions Inspection Program in order that the State may respond adequately to the requirements of the Clean Air Act.

We have reviewed carefully the four volumes which comprise the TCP. My staff has a number of reservations concerning the subject matter, methodology and format used in Volumes I through III, and I have asked them to pass these comments directly to you for inclusion in the TCP.

In summary, the Department commits its resources and manpower within the constraints identified in this letter and the attachment to carry out the implementation and study recommendations contained in Volume IV of the Baltimore Region Transportation Control Plan.

Sincerely,



Hermann K. Intemann
Secretary

HKI/bc
Attachment

ATTACHMENT

Maryland Department of Transportation
Participation in Baltimore Regional
Transportation Control Plan

(Volume IV - COMMITMENTS)

INTRODUCTION

The Department's Commitment is reflected generally in the FY 1979-1981 Baltimore Region Transportation Improvement Program as amended. Funding commitments can be provided only for FY 1979. The material on the following pages describes the funding and programming levels we intend to achieve over the 1977 to 1982 period, with specific information provided through June 30, 1979. The page numbers shown in each category correspond to those in Volume IV.

A. INCENTIVES FOR HIGH-OCCUPANCY VEHICLES

1. Park and Ride Lots (pp. IV-2 through IV-6)

A map of existing, committed and proposed park and ride lots is attached. Since August, 1977, the following ridesharing facilities have been opened:

<u>Site</u>	<u>Jurisdiction</u>	<u>Spaces</u>	<u>VTM Daily Reduction</u>
E-8* Gardenville P & R	Baltimore City	90	1440
E-10 Hanover & Potee St. P & R	Baltimore City	212	1272
E-11 I-95 @ Md. 24 Carpool	Harford County	40	575
P-11 Md. 152 @ Md. 147 Carpool	Harford County	100	3600
(not shown)			
I-83 @ Middletown Rd. Carpool	Baltimore County	56	2450

*numbers on this column correspond to the numbers on the map

The Department is committed to the completion of the following facilities by June 30, 1979 (FY 1979):

<u>Site</u>	<u>Jurisdiction</u>	<u>Spaces</u>	<u>VTM Daily Reduction</u>
P-9 Md. 26 @ Md. 97	Carroll County	24	1200
P-10 Md. 32 @ Md. 851	Carroll County	40	1900
P-12 U.S. 29/Md. 103 @ St. John's Lane	Howard County	50	1400

- 2 -

It is the Department's policy for FY 1980 through 1982 to maintain a level of effort which will result in construction of ridesharing facilities providing about 300 spaces per year. This will produce yearly reductions of 7,000 VMT at a cost of approximately \$350,000 annually. The Department's commitment must be to an annual level of investment and number of spaces rather than specific facilities in order to provide flexibility to respond to needs and opportunities as they present themselves. The following, however, represents a current list of park and ride lots which the Department is pursuing, most of which (along with other facilities) will be completed by 1982.

	<u>Site</u>	<u>Jurisdiction</u>	<u>Spaces</u>	<u>VMT Daily Reduction</u>
P-1	I-83 @ Timonium Road	Balto. Co.	1,000	26,000
P-2	I-83 @ Ridgeley Road	Balto. Co.	170	4,100
P-3	I-83 @ Mt. Carmel Road	Balto. Co.	130	5,700
P-4	I-83 @ Falls Road	Balto. Co.	400	6,600
P-5	I-83 @ Ruxton Road	Balto. Co.	70	1,300
P-7	I-692 @ Hammonds Ferry Rd.	A. A. Co.	175	2,100
P-8	Md. 295 @ Md. 175	A. A. Co.	120	2,900
P-13	I-695/Md. 372 @ Oglethorpe Ave.	Balto. Co.	35	420
P-14	U.S. 29 @ Owen Brown Road	Howard Co.	100	4,000
P-15	Md. 3 @ Old Mill Road	A. A. Co.	25	650
P-16	Md. 424 @ U.S. 50	A. A. Co.	70	1,550
P-17	U.S. 1 @ Annapolis Junction	Howard Co.	40	640
P-18	U.S. 1 @ Md. 100	Howard Co.	165	2,000

2. Improved Rail Transit

Section A - Phase I from Charles Center to Reisterstown Plaza:

Construction is underway. Assuming continuing approval of State funds by Maryland General Assembly and receipt of Federal funds from UMTA, Section A should be operational by 1982.

Section B - Phase I from Reisterstown Plaza to Owings Mills:

Preliminary engineering completed; joint Northwest Expressway/ Northwest Extension EIS approved; application to UMTA for design funds to be made in 1979, pending General Assembly approval of State funds during FY 1980 and FY 1981. If final design studies are approved, based on results of public hearings and other documentation, continued Federal and State funding is provided, project could move into right-of-way acquisition and construction during 1982, and be opera-

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tional by the end of 1984. It is the Department's intention to pursue this project according to the above timetable subject to the aforementioned interim findings, authorizations and approvals.

North and South Lines:

Pending UMTA's acceptance of the Baltimore Region Phase II Transit Study, anticipated in 1978, the Department will request permission to conduct detailed alternatives analysis, including preparation and approval of an environmental impact statement for the North and South Lines of the transit system. For this purpose, funds have been provided in the FY 1979 Unified Transportation Planning Program.

Further Study of the Phase II Rapid Transit System:

Additional transit lines identified and prioritized through the Phase II Study will be reevaluated and analyzed following completion of alternatives analysis for the North and South Lines to ensure that the regional momentum is maintained in its transit development programming effort.

Commuter Rail Service:

The Department of Transportation has undertaken a number of study and implementation projects to upgrade rail commuter service in the Baltimore Region. These activities are supported by UMTA Section 3 and Section 9 grants, State funding, with the balance to be provided by the affected local jurisdictions. The Department is taking responsibility for service improvements and capital equipment acquisition while local jurisdictions are taking responsibility for station improvements.

State funds amounting to \$2,791,000 are committed for upgrading B & O Commuter rail capital equipment in the Baltimore and Washington metropolitan areas through FY 1980. State funds amounting to \$84,000 are committed for AMTRAK station improvements including upgrading Penn and Aberdeen Stations in the Baltimore Region.

- 4 -

For the period FY 1980-1981, a funding level of \$3,600,000 (Federal, State and local) is expected to be expended for Conrail commuter rail capital equipment and station improvements. About \$200,000 will be provided from State funds. Federal and local funding commitments have not been secured.

Additionally, the Department will undertake a staging study of commuter rail service on the Conrail Line between Havre de Grace and Baltimore, and Odenton and Baltimore during FY 1979 with about \$100,000 funding provided by the State.

3. Carpools and Vanpools (pp. VI-12)

The regional ridesharing program administered by MTA includes activities to support the regional nonprofit vanpool leasing corporation, VANGO; the City's Computeride Program, including carpool parking spaces; and outreach, publication, and related efforts to increase the number of van- and carpools in the Region, and to evaluate progress and success of efforts which have been underway. In addition, a study of the feasibility of subscription bus service in outlying portions of the MTA service area will be conducted during FY 1979.

4. Bus Service Improvements (pp. IV-13 through IV-14)

The Department, through the MTA, expects to carry out a number of capital improvements to the Baltimore bus system to improve the quality of service to the metropolitan area.

During FY 1979, about \$2 million in State funds will be expended for 60 replacement buses, facilities rehabilitation, shop, maintenance and communication equipment, and to implement a management information system. An annual level of expenditures over the FY 1980-1982 period (Federal and State) is estimated at about \$22 million. Improvements scheduled for capital grant application in FY 1979 are as follows:

- purchase of 10 buses to replace existing fleet and expand services;
- replacement of 80 obsolete buses per year through FY 1982
- purchase and installation of fareboxes
- update of radio communications equipment
- study of new bus operating facility in Northeast and Northwest Baltimore

- 5 -

- development of safety improvements
- rehabilitation of bus operating facilities
- purchase and installation of bus stop signs and shelters
- purchase of various maintenance, office and shop equipment
- monitoring and control of bus emissions

Howard County Capital Assistance (pp. IV-13)

During FY 1979 the Department is providing \$9,000 to support a capital grant for purchase of bus shelters and \$177,000 to purchase replacement of obsolete buses operating in Howard County.

Annapolis Bus Improvements (pp. IV-14 through 15)

The Department has supported the inclusion under the FY 1979 Unified Program Work Program of a study to update the Annapolis Transit Development Program (TDP). This study will support a capital grant application to UMTA for the purchase of an existing privately-owned bus system, and replacement of the vehicles currently in service. UMTA has provided a letter of no prejudice for acquisition of the system, at a cost of \$25,000.

Sufficient work is to have been accomplished on the TDP update to allow the City to apply for capital funds during FY 1979 to replace these buses, for which approximately \$40,000 would be funded by the Department. The Department is providing technical assistance and staff time (\$1,500) to the City in the planning effort.

Bus Service Improvements Under Study (pp. IV-16)

The Department is supporting a number of studies in the FY 1979 Unified Program Work Program which improve transit service. These include:

- Feeder Bus Study
- Preferential Treatment of High Occupancy Vehicles
- Harford County Transportation Study
- A project is proposed for transit-related studies in Howard County.

- 6 -

B. MEASURES FOR CLEANER VEHICLES

Inspection and Maintenance of Motor Vehicles

The Department will work with the Department of Health and Mental Hygiene to present to the Governor the approach recommended by the Regional Air Quality Task Force and discuss options regarding an Emissions Inspection Program.

C. MEASURES TO REDUCE CONGESTION-RELATED EMISSIONS

In FY 1979, the State has committed funds for regional traffic flow improvements. The State Highway Administration will provide manpower to assist jurisdictions in implementing the improvements. This project has been ongoing, and we expect to continue it in future years pending General Assembly approval of the Department's budget, at an annual level of approximately \$13 million.

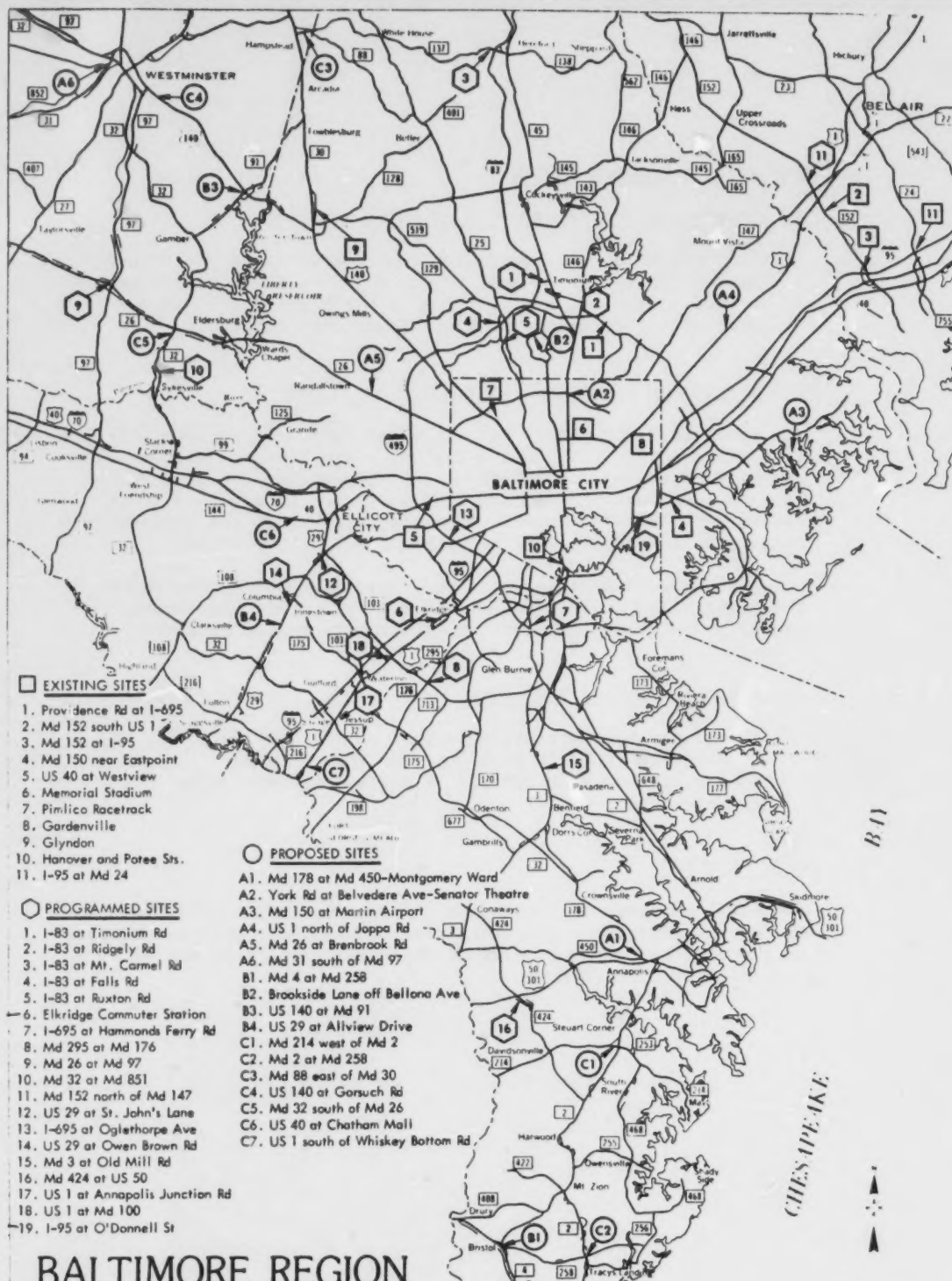
The State is working with local jurisdictions to implement the legislation, effective July 1, 1978, to permit right-turn-on-red at selected intersections which will reduce extended idling.

Encouragement of Bicycling

A regional bikeways study is part of the FY 1979 Unified Program Work Program. The State Highway Administration also assists in making highways safer for cyclists.

D. OTHER MEASURES

Other measures to be studied, called for in the 1977 Clean Air Act Amendments or administrative regulations, will be addressed as appropriate through the TSM Development project in the FY 1979 Unified Program Work Program.



BALTIMORE REGION

PARK & RIDE STUDY — RIDE SHARING SITES

1978

REGIONAL PLANNING COUNCIL
701 St. Paul Street
Baltimore, Maryland 21202

RESOLUTION

APPROVING AND TRANSMITTING THE 1979 TRANSPORTATION CONTROL PLAN FOR THE BALTIMORE REGION TO THE GOVERNOR.

WHEREAS, the Regional Planning Council was designated by the Governor in March, 1977 as the Areawide Air Quality Planning Agency for mobile sources in the Baltimore Metropolitan Area as required by Section 174 of the Federal Clean Air Act, as Amended in 1977; and

WHEREAS, Baltimore City, Anne Arundel, Baltimore, Carroll, Harford, and Howard Counties acting through the Regional Planning Council executed the Prospectus For Areawide Air Quality Planning In The Baltimore Region on January 20, 1978; and

WHEREAS, this Prospectus established the process and means by which the 1979 Transportation Control Plan for the Baltimore Region was prepared through a cooperative planning program; and

WHEREAS, the Transportation Steering Committee pursuant to Section 3.01 of the Prospectus For Areawide Air Quality Planning In The Baltimore Region has certified the Plan to the Regional Planning Council.

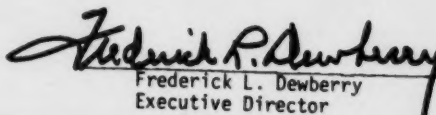
NOW, THEREFORE BE IT RESOLVED that the Regional Planning Council hereby approves, recommends, and transmits the 1979 Transportation Control Plan for the Baltimore Region, subject to the ratification of the Plan including amendments and conditions made by its member local governments, to the Governor of the State of Maryland.

AND BE IT FURTHER RESOLVED by the Regional Planning Council that transportation system management measures which reduce fuel consumption and vehicle related emissions be accelerated and given the highest priority as suggested in the Transportation section of the Baltimore Region's General Development Plan adopted on December 16, 1977.

AND BE IT FURTHER RESOLVED that the Regional Planning Council encourages the expeditious completion of a rapid transit system for the Baltimore Region and the continued improvement of the public transportation system for the Baltimore Region.

I HEREBY CERTIFY that the above Resolution was duly passed at the 173rd meeting of the Regional Planning Council held on September 22, 1978.

9/22/78
Date


Frederick L. Dewberry
Executive Director

Resolutions

TRANSPORTATION STEERING COMMITTEE

MOTION AND RESOLUTION
September 13, 1978

CERTIFYING AND TRANSMITTING THE 1979 TRANSPORTATION CONTROL
PLAN FOR THE BALTIMORE REGION TO THE REGIONAL PLANNING COUNCIL

Motion

Pending the ratification by its member governments and State agencies and subject to the provisions of their letters of commitment and other comments, the Transportation Steering Committee on September 13, 1978, approved the following resolution certifying the Transportation Control Plan to the Regional Planning Council.

Representatives for Baltimore City, Anne Arundel, Carroll, and Howard Counties, the Department of Transportation, and the Department of Health and Mental Hygiene voted in favor of the motion. Representatives for Baltimore County and the Department of State Planning voted against the resolution, and the Harford County representative abstained.

Resolution

WHEREAS the Regional Planning Council was certified by the Governor of Maryland in March, 1978, as the agency to perform the transportation control planning function in the Baltimore Region, as required under Section 174 of the Clean Air Act, as amended in 1977; and

WHEREAS Baltimore City, Anne Arundel, Baltimore, Carroll, Harford and Howard Counties acting through the Regional Planning Council executed the Prospectus for Areawide Air Quality Planning in the Baltimore Region on January 30, 1978; and

WHEREAS this Prospectus established the process and means by which the Transportation Control Plan for the Baltimore Region was prepared during a nine month cooperative planning program; and

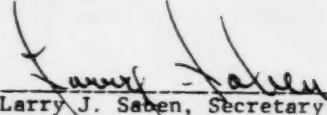
WHEREAS the Transportation Steering Committee pursuant to Section 3.01 of the Prospectus for Areawide Air Quality Planning in the Baltimore Region has been charged to certify the Plan to the Regional Planning Council;

NOW THEREFORE BE IT RESOLVED that the Transportation Steering Committee certifies and transmits the 1979 Transportation Control Plan for the Baltimore Region to the Regional Planning Council.

I HEREBY CERTIFY that the Transportation Steering Committee at its September 13, 1978 meeting took the aforementioned action and incorporated this resolution into its minutes.

Date

9/19/78


Larry J. Saben, Secretary
Transportation Steering Committee

Transportation Control Plan

Regional Air Quality Task Force

RESOLUTION

Endorsing and Transmitting the 1979 Transportation Control Plan For The Baltimore Region To The Transportation Steering Committee.

WHEREAS, the Regional Planning Council was designated by the Governor in March, 1977 as the Areawide Air Quality Planning Agency for mobile sources in the Baltimore Metropolitan Areas as required by Section 174 of the Federal Clean Air Act, as Amended in 1977; and

WHEREAS, the Regional Air Quality Task Force was established by the Regional Planning Council, pursuant to Section 2.02 of Prospectus for Area-wide Air Quality Planning for the Baltimore Region, for the purposes of advising and assisting the RPC and the Transportation Steering Committee; and

WHEREAS, the Regional Air Quality Task Force and its subcommittees have participated in the planning process since April of 1978; and

WHEREAS, the Regional Air Quality Task Force has provided continued guidance and direction for the development of the 1979 Transportation Control Plan; and

WHEREAS, the Regional Air Quality Task Force has reviewed the 1979 Transportation Control Plan for the Baltimore Region;

NOW THEREFORE BE IT RESOLVED BY THE Regional Air Quality Task Force that:

1. The 1979 Transportation Control Plan for the Baltimore Region is endorsed and transmitted to the Transportation Steering Committee for certification to the Regional Planning Council.

I HEREBY CERTIFY that the above resolution was duly approved by the Regional Air Quality Task Force at its meeting of September 7, 1978.



Robert B. Bennett
Regional Air Quality Task Force



BILL NO. 1892

Resolution

ORDINANCE NO. 14

City Council Resolution to ratify the Baltimore Region
1979 Transportation Control Plan.

- 1 WHEREAS, the Clean Air Act, as amended by the Clean
2 Air Act Amendments of 1977, P.L. 95-95, (hereinafter
3 called the "Act"), requires that in certain areas which do
4 not meet national ambient air quality standards (non-attain-
5 ment areas), a revised transportation control element of the
6 implementation plan must be prepared and the dead-
7 line for attaining national standards can be extended to
8 1982, or in certain circumstances 1987; and
- 9 WHEREAS, the Baltimore Region is such a non-attainment
10 area because of excessive levels of photochemical oxidants
11 and carbon monoxide and, therefore, is eligible to develop a
12 revised transportation control element of the implementa-
13 tion plan and obtain the extension date for compliance with
14 national standards; and
- 15 WHEREAS, the Regional Planning Council has been desig-
16 nated by the Governor to prepare the Region's Transpor-
17 tation Control Plan in cooperation with State Departments
18 and local jurisdictions; and
- 19 WHEREAS, the intergovernmental requirements and pro-
20 cedures for Plan approval are set forth in Sections 3.01 and
21 3.02 of the Resolution and Prospectus for Areawide Air

EXPLANATION: *Italics indicate new matter added to existing law.*
[Brackets] indicate matter stricken from existing law.
CAPITALS indicate amendments to bill.
Strike out indicates matter stricken out of bill.

(Page 2—No. 1892)

22 Quality Planning where Baltimore City has the right to first
23 review and ratify the Plan before it is certified by the
24 Transportation Steering Committee; and

25 WHEREAS, the affected general purpose units of local
26 government, of which Baltimore City is one, having re-
27 viewed the Plan, setting forth the representation, rights
28 and obligations of the participating units of local govern-
29 ment and the manner in which the planning requirements
30 are to be accomplished, now therefore, be it

31 *Resolved by the Mayor and City Council of Baltimore,*
32 That Baltimore City adopts EXCEPT FOR THE ON-
33 STREET PARKING RESTRICTIONS AS THEY APPLY
34 TO BALTIMORE CITY the Resolution to Ratify the Bal-
35 timore Region's 1979 Transportation Control Plan as
36 drafted AUGUST 31, 1978 and does furthermore approve
37 and authorize the signing of the Plan on behalf of Balti-
38 more City.

Resolutions

Examined and reported by the Board of Estimates on

..... 19.....

.....
~~A TRUE COPY~~
 Examined by the ^{Clerk} R. AUSTIN TYDINGS, Committee
 on Treasurer 19.....
 and reported

.....
 Chairman
 Date Journal Page
 Introduced (First Reading)
 Second Reading
 Third Reading

The vote on final passage being:

Yeas Nays Pass Absent

.....
 Chief Clerk
 Certified as duly passed and presented to His Honor, the Mayor, this
 10th day of October 19 78
 (Signed) Walter S. Orlinsky
 President, Baltimore City Council

Approved this 16th day of
 October 19 78
 (Signed) William D. Schaefer
 Mayor, Baltimore City

COUNTY COUNCIL OF ANNE ARUNDEL COUNTY, MARYLAND

Legislative Session 1978, Legislative Day No. 37

Resolution No. 60-78

Introduced by Mr. Bachman, Chairman
(by request of the County Executive)

By the County Council, September 5, 1978

RESOLUTION TO RATIFY THE BALTIMORE REGIONS 1979
TRANSPORTATION CONTROL PLAN

WHEREAS, the Clean Air Act, as amended by the Clean Air Act Amendments of 1977, P.L. 95-95, (hereinafter called the "Act"), requires that in certain areas which do not meet national ambient air quality standards (non-attainment areas), a revised transportation control element of the implementation plan must be prepared and the deadline for attaining national standards can be extended to 1982, or in certain circumstances 1987; and

WHEREAS, the Baltimore Region is such a non-attainment area because of excessive levels of photochemical oxidants and carbon monoxide and, therefore, is eligible to develop a revised transportation control element of the implementation plan and obtain the extension date for compliance with national standards; and

WHEREAS, the Regional Planning Council has been designated by the Governor to prepare the Regions Transportation Control Plan in cooperation with State Departments and local jurisdictions; and

WHEREAS, the intergovernmental requirements and procedures for Plan approval are set forth in sections 3.01 and 3.02 of the Resolution and Prospectus for Areawide Air Quality Planning where Anne Arundel County has the right to first review and ratify the Plan before it is certified by the Transportation Steering Committee; and

WHEREAS, the affected general purpose units of local government, of which Anne Arundel County is one, having reviewed the Plan, setting forth the representation, rights and obligations of the participating units of local government and the manner in which the planning requirements are to be accomplished; now, therefore, be it

RESOLVED BY THE COUNTY COUNCIL OF ANNE ARUNDEL COUNTY, MARYLAND, That the Anne Arundel County Council does hereby record itself as ratifying and approving the Anne Arundel County, 1978 Baltimore Region Transportation Control Plan, and does furthermore approve and authorize the signing of the Plan on behalf of Anne Arundel County, Maryland.

Resolutions

Resolution No. 60-78
Page No. 2

READ AND PASSED this 18th day of September, 1978.

By Order:

E. Morgan N. Rice, Asst. Secretary
for Evelyn M. Boettcher, Secretary

I HEREBY CERTIFY THAT RESOLUTION NO. 60-78 IS TRUE AND CORRECT AND DULY
ADOPTED BY THE COUNTY COUNCIL OF ANNE ARUNDEL COUNTY.

Wallace R. Childs
Wallace R. Childs
Vice-Chairman

COUNTY COUNCIL OF BALTIMORE COUNTY, MARYLAND

Legislative Session 1978, Legislative Day No. 22RESOLUTION NO. 31-78

Mr. Gallagher, Councilman
By Request of County Executive

By the County Council, September 5, 1978

WHEREAS, the Federal Clean Air Act, as amended by the Clean Air Act Amendments of 1977, P.L. 95-95, (hereinafter called the "Act"), requires that in certain areas which do not meet national ambient air quality standards (non-attainment areas), a revised transportation control element of the State implementation plan must be prepared; and

WHEREAS, the national ambient air quality standards must be attained by 1982, but under certain circumstances the date can be extended to 1987; and

WHEREAS, the Environmental Protection Agency of the federal government has designated the Baltimore Region as a non-attainment area because of excessive levels of photochemical oxidants and carbon monoxide and, therefore, is eligible to develop a revised transportation control element of the State implementation plan and obtain the extension date for compliance with national standards; and

WHEREAS, the Regional Planning Council in cooperation with the Governor, State Departments and local jurisdictions has prepared the Regions Transportation Control Plan and submitted same to Baltimore County; and

WHEREAS, the intergovernmental requirements and procedures for Plan approval are set forth in sections 3.01 and 3.02 of the Resolution and Prospectus for Areawide Air Quality Planning approved by the Regional Planning Council on January 20, 1978 whereby Baltimore County has the right to first review and ratify the Plan before it is certified by the Transportation Steering Committee; and

WHEREAS, Baltimore County, a general purpose unit of local government has reviewed the Plan, setting forth the representation, rights and obligations of the participating units of local government and the manner in which the planning requirements are to be accomplished,

NOW, THEREFORE, BE IT RESOLVED by the County Council of Baltimore County, Maryland, this 5th day of September, 1978, that the County Council does

Resolutions

hereby ratify and approve the Baltimore Region Transportation Control Plan dated August 31, 1978; and

BE IT FURTHER RESOLVED that the County Executive be and he is hereby authorized to sign said Plan on behalf of Baltimore County, Maryland;

AND BE IT FURTHER RESOLVED that copies of this Resolution be sent to the County Executive of Baltimore County and to Frederick L. Dewberry, Executive Director of the Regional Planning Council.



County Council of Baltimore County
Court House, Towson, Maryland 21204
(301) 494-3196

COUNCILMEN

John V. Murphy
FIRST DISTRICT

Gary Huddles
SECOND DISTRICT

Clarence E. Ritter
THIRD DISTRICT

Eugene L. Kibbe, Jr.
FOURTH DISTRICT

Norman W. Lauenstein
FIFTH DISTRICT

Eugene W. Gallagher
SIXTH DISTRICT CHAIRMAN

John W. O'Rourke
SEVENTH DISTRICT

Thomas Toporovich
SECRETARY

September 7, 1978



Mr. Frederick L. Dewberry
Executive Director
Regional Planning Council
701 St. Paul Street
Baltimore, Maryland 21202

Dear Mr. Dewberry:

At the request of the Council I am forwarding herewith Resolution No. 31-78, which was unanimously passed by the Baltimore County Council at their meeting on Tuesday, September 5, 1978, for your information and appropriate action.

Sincerely yours,

Thomas Toporovich
Secretary

TT:b1

Enc: 1

Transportation Control Plan

RESOLUTION NO. 26 - 78
 (Pertaining to the approval of the Carroll County Commissioners of the Resolution to Ratify the Baltimore Region's 1979 Transportation Control Plan)

WHEREAS, the Clean Air Act, as amended by the Clean Air Act Amendments of 1977, P.L. 95-95, (hereinafter called the "Act"), requires that in certain areas which do not meet national ambient air quality standards (non-attainment areas), a revised transportation control element of the implementation plan must be prepared and the deadline for attaining national standards can be extended to 1982, or in certain circumstances 1987; and

WHEREAS, the Baltimore Region is such a non-attainment area and, therefore, is eligible to develop a revised transportation control element of the implementation plan and obtain the extension date for compliance with national standards; and

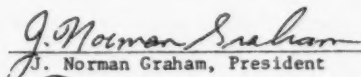
WHEREAS, the Regional Planning Council has been designated by the Governor to prepare the Regions Transportation Control Plan in cooperation with State Departments and local jurisdictions; and

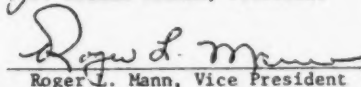
WHEREAS, the intergovernmental requirements and procedures for Plan approval are set forth in sections 3.01 and 3.02 of the Resolution and Prospectus for Areawide Air Quality Planning where Carroll County has the right to first review and ratify the Plan before it is certified by the Transportation Steering Committee; and

WHEREAS, the affected general purpose units of local government, of which Carroll County is one having reviewed the Plan, setting forth the representation, rights and obligations of the participating units of local government and the manner in which the planning requirements are to be accomplished, now therefore, be it

RESOLVED, this 19th day of September, 1978 by the County Commissioners of Carroll County, Maryland, does hereby record itself as approving the Resolution to Ratify the August 31, 1979 Baltimore Regions 1979 Control Plan, and does furthermore approve and authorize the signing of the Plan on behalf of Carroll County, Maryland

COUNTY COMMISSIONERS OF CARROLL COUNTY


 J. Norman Graham, President


 Roger L. Mann, Vice President


 John B. Joy, Secretary

Resolutions

RESOLUTION NO. 18-78
(As Amended)

1 COUNTY COUNCIL OF HARFORD COUNTY, MARYLAND
2 Resolution No. 18-78 (As Amended)
3 Legislative Session Day 78-28 (September 5, 1978)
4 Introduced by Council President Freeman
5

6 *A Resolution to ratify the Baltimore Region*
7 *1979 Transportation Control Plan.*

8 WHEREAS, the Clean Air Act, as amended by the Clean
9 Air Act Amendments of 1977, P.L. 95-95, (hereinafter called
10 the "Act"), requires that in certain areas which do not meet
11 national ambient air quality standards (non-attainment areas),
12 a revised transportation control element of the implementation
13 plan must be prepared and the deadline for attaining national
14 standards can be extended to 1982, or in certain circumstances,
15 1987; and

16 WHEREAS, the Baltimore Region is such a non-attainment
17 area because of excessive levels of photochemical oxidants and
18 carbon monoxide, and, therefore, is eligible to develop a
19 revised transportation control element of the implementation
20 plan and obtain the extension date for compliance with national
21 standards; and

22 WHEREAS, the Federal government requires that there
23 be established a statewide Motor Vehicle Emissions Inspection
24 and Maintenance Program before the deadline for attaining
25 national standards can be extended to 1982 or, in certain
26 circumstances, 1987; and

27 WHEREAS, the annual cost of Inspections and Maintenance
28 to the owners of automobiles may be burdensome depending on
29 the stringency of the emission control tests, cost of repair,
30 availability of warranty systems, and mileage of vehicle; and
31
32

RESOLUTION NO. 18-78
(As Amended)

RESOLUTION NO. 18-78
(As Amended)

1 WHEREAS, the Regional Planning Council has been
2 designated by the Governor to prepare the Regions Transportation
3 Control Plan in cooperation with State Departments and local
4 jurisdictions; and

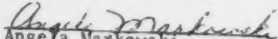
5 WHEREAS, the intergovernmental requirements and
6 procedures for Plan approval are set forth in Sections 3.01
7 and 3.02 of the Resolution and Prospectus for Areawide Air
8 Quality Planning where Harford County has the right to first
9 review and ratify the Plan before it is certified by the
10 Transportation Steering Committee; and

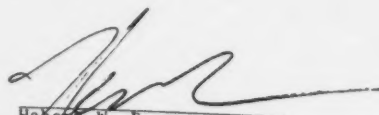
11 WHEREAS, the affected general purpose units of local
12 government, of which Harford County is one, having reviewed
13 the Plan, setting forth the representation, rights, and obligations
14 of the participating units of local government and the manner
15 in which the planning requirements are to be accomplished;

16 NOW, THEREFORE, *Be It Resolved By the County Council*
17 *of Harford County*, that the Harford County Council does hereby
18 record itself as ratifying and approving the August 31, 1978
19 Baltimore Region Transportation Control Plan and does furthermore
20 approve and authorize the signing of the Plan on behalf of
21 Harford County, Maryland; and

22 BE IT FURTHER RESOLVED, that the proposed Motor
23 Vehicle Emission Inspection and Maintenance Program be eliminated
24 from the 1979 Transportation Control Plan.

25
26 Attest:

27
28 
29 Angela Markowski
30 Secretary of the Council


Herbert W. Freeman
President of the Council

31 ADOPTED: September 19, 1978

32

RESOLUTION NO. 18-78
(As Amended)

Resolutions

COUNTY COUNCIL
OF
HOWARD COUNTY, MARYLAND

1978 Legislative Session, #26 8/7/78

Resolution No. 87

Introduced by: the Chairperson at the request of the Regional
Planning Council
Co-sponsored by:

RESOLUTION to ratify the Baltimore Regions 1979
Transportation Control Plan

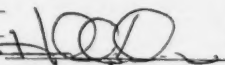
By the Council 8/7 1978

Introduced, read first time.

Public Hearing: 8/21/78

Interviewed:
dated 9/5/78

By Order

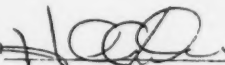

HOWARD C. LANDAU

Executive
Secretary

and
ADOPTED

By the Council, 9/15 1978

Certified


HOWARD C. LANDAU

Executive
Secretary

COUNTY
COUNCIL
OF
HOWARD COUNTY

Transportation Control Plan

1 WHEREAS, the Clean Air Act, as amended by the Clean Air Act Amendments of
2 1977, P.L. 95-95, (hereinafter called the "ACT"), requires that in
3 certain areas which do not meet national ambient air quality standards
4 (non-attainment areas), a revised transportation control element of
5 the implementation plan must be prepared and the deadline for attaining
6 national standards can be extended to 1982, or in certain
7 circumstances 1987; and

8 WHEREAS, the Baltimore Region is such a non-attainment area because of
9 excessive levels of photochemical oxidants and carbon monoxide
10 and, therefore, is eligible to develop a revised transportation
11 control element of the implementation plan and obtain the extension
12 date for compliance with national standards; and

13 WHEREAS, the Regional Planning Council has been designated by the Governor
14 to the Regions Transportation Control Plan in cooperation
15 with the Departments and local jurisdictions; and

16 WHEREAS, the intergovernmental requirements and procedures for Plan approval
17 are set forth in sections 3.01 and 3.02 of the Resolution and
18 Prospectus for Areawide Air Quality Planning where Howard County
19 has the right to first review and ratify the Plan before it is
20 certified by the Transportation Steering Committee; and

21 WHEREAS, the affected general purpose units of local government of which
22 Howard County is one, having reviewed the Plan, setting forth the
23 representation, rights and obligations of the participating units
24 of local government and the manner in which the planning requirements
25 are to be accomplished.

26 NOW, THEREFORE, BE IT RESOLVED by the County Council of Howard County,
27 Maryland, that the Howard County Council does hereby record itself
28 as ratifying and approving this 18th day of September 1978, the
29 Baltimore Region Transportation Control Plan, and does furthermore
30 approve and authorize the signing of the Plan on behalf of Howard
31 County, Maryland.
32

VANGO

airport investment building • suite E-100 • linthicum • maryland 21090 • (301) 796-Pool

RESOLUTION

WHEREAS VANGO, INC., by authority of its Articles of Incorporation, is organized to engage in activities for the purposes of planning, developing, implementing, operating, and evaluating a vanpool incentive program for the Baltimore Metropolitan Region; and

WHEREAS VANGO, INC. is responsible for contacting and encouraging employers to undertake ridesharing programs including vanpools; and

WHEREAS the Clean Air Act, as amended by the Clean Air Act Amendments of 1977, P.L. 95-95 (hereinafter called the "Act"), requires that in certain areas which do not meet national ambient air quality standards (non-attainment areas), a revised transportation control element of the implementation plan must be prepared and the deadline for attaining national standards can be extended to 1982, or in certain circumstances 1987; and

WHEREAS the Baltimore Region is such a non-attainment area because of excessive levels of photochemical oxidants and carbon monoxide and, therefore, is eligible to develop a revised transportation control element of the implementation plan and obtain the extension date for compliance with national standards; and

WHEREAS many benefits result from the successful implementation of a regional vanpooling program such as energy savings, better air quality, and reduced traffic congestion.

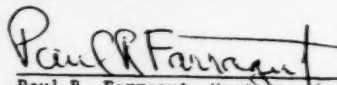
NOW THEREFORE BE IT RESOLVED by the VANGO, INC. Board of Directors that so long as VANGO is in existence, VANGO, INC. will attempt to establish 50/100 new vanpools annually statewide, with emphasis in the Baltimore and Washington metropolitan areas, by:

1. Increasing public awareness of vanpooling;
2. reducing the relative cost of vanpooling operations; and
3. developing employer provisions for vanpooling incentives.

I HEREBY CERTIFY that the above resolution was duly approved by the VANGO, INC. Board of Directors at its meeting of September 15, 1978.

Date

9/15/78


Paul R. Farragut, Chairman
VANGO, INC. Board of Directors

the luxury commuting alternative

COMMITTEE AND STAFF ROSTERS

REGIONAL PLANNING COUNCIL

Milton H. Miller, Chairman

C. Bowie Rose, Sr., Vice Chairman

MEMBERS

Milton H. Miller
Member-at-Large

C. Bowie Rose, Sr.
Member-at-Large

J. Joseph Curran, Jr.
Member, State Senate
(D., Third, Baltimore City)

J. Edward Malone
Member, House of Delegates
(D., First, Baltimore County)

Baltimore City

William D. Schaefer
Mayor

Walter S. Orlinsky
President, City Council

George L. Jude
Chairman, Planning Commission

Anne Arundel County

Robert A. Pascal
County Executive

George F. Bachman
Chairman, County Council

Wilfred T. Azar, Chairman
Planning Advisory Board

Baltimore County

Theodore G. Venetoulis
County Executive

Eugene W. Gallagher
Chairman, County Council

Lewis M. Hess, Jr.
Member, County Planning Board

ALTERNATES

No appointed alternate

No appointed alternate

No appointed alternate

No appointed alternate

Larry Reich
Director, Planning Department

Carroll J. Fitzgerald
Member, City Council

No appointed alternate

Florence Beck Kurdle
Planning and Zoning Officer
Office of Planning and Zoning

Edward Ahern
Member, County Council

No appointed alternate

Larry Walsh
Development Coordinator

Clarence Ritter
Member, County Council

No appointed alternate

Carroll County

J. Norman Graham
President, Board of County
Commissioners

John B. Joy
Secretary, Board of County
Commissioners

E. Miller Richardson
Vice-Chairman
Planning and Zoning Commission

George A. Grier
Administrative Assistant
Board of County Commissioners

Edmund R. Cueman
Planning Director
Planning Department

No appointed alternate

Harford County

Charles B. Anderson, Jr.
County Executive

Habern W. Freeman
President, County Council

Melvin G. Lang, Chairman
Planning Advisory Board

Kenneth Green
Director of Planning
Department of Planning and Zoning

Fred S. Baldwin, Sr.
Member, County Council

No appointed alternate

Howard County

Edward L. Cochran
County Executive

Lloyd Knowles
Chairman, County Council

Helen E. Ruther
Member, Planning Board

Thomas G. Harris, Jr.
Planning Director
Office of Planning and Zoning

Ruth U. Keeton
Member, County Council

No appointed alternate

Representative of Municipalities

John C. Apostol
Mayor, City of Annapolis

No appointed alternate

State Departments (Nonvoting)

Dr. Neil Solomon
Secretary, Department of
Health and Mental Hygiene

James B. Coulter
Secretary, Department of
Natural Resources

Vladimir A. Wahbe
Secretary, Department of
State Planning

Hermann K. Intemann
Secretary, Department of
Transportation

Joseph Murray
Director of Administration
Department of Health and
Mental Hygiene

Spencer P. Ellis
Assistant Secretary, Resource Management
Department of Natural Resources

Richard A. Gucker
Director, Local and Regional Planning
Department of State Planning

Larry J. Saben
Project Director, Baltimore Region
Unified Transportation Planning Process
Department of Transportation

U. S. Agencies (Nonvoting)

Emil Elinsky
Division Administrator
Federal Highway Administration
Department of Transportation

No appointed alternate

Thomas R. Hobbs
Deputy Area Director
Baltimore Area Office
Department of Housing and
Urban Development

No appointed alternate

Observers

Herbert H. Cahan
Secretary, Maryland Department of
Economic and Community Development

Donald W. Clifford
Field Representative
Division of Local and Regional
Development

Richard A. Batterton
Secretary, Maryland Department of
Human Resources

Gerald Martin
Director, Division of Program
Planning and Evaluation, Maryland
Department of Human Resources

David W. Hornbeck
State Superintendent of Schools
Maryland Department of Education

Irving W. Herrick, Jr.
Administrator
Office of Developmental Projects

TRANSPORTATION STEERING COMMITTEE

Ruth U. Keeton
Chairman

MEMBERS

William D. Schaefer
Mayor of the City of Baltimore

Robert A. Pascal
County Executive of Anne Arundel County

Theodore G. Venetoulis
County Executive of Baltimore County

John B. Joy
Secretary
Carroll County Board of County
Commissioners

Charles B. Anderson, Jr.
County Executive of Harford County

Edward L. Cochran
County Executive of Howard County

Milton H. Miller
Chairman
Regional Planning Council

Vladimir A. Wahbe
Secretary
State Department of Planning

Hermann K. Intemann
Secretary
Maryland Department of Transportation

ALTERNATES

Bernard L. Berkowitz
Physical Development Coordinator
Office of the Mayor

Florence Beck Kurdle
Planning and Zoning Officer
Office of Planning and Zoning

Roland E. Davis, Senior Planner
Transportation Section
Office of Planning and Zoning

Larry Walsh
Development Coordinator

John L. Armacost
Director of Public Roads

Maureen Mustico, Planner
Office of Planning and Zoning

Ruth U. Keeton
Member, County Council

J. Herbert Clawson, Jr.
Chief, Division of Land
Development and Trans-
portation Planning

Frederick L. Dewberry
Executive Director
Regional Planning Council

Edwin L. Thomas, Director of
Comprehensive Planning,
State Department of Planning

Clyde E. Pyers, Director
Div. of Transportation Planning,
Md. Department of Transportation

James J. O'Donnell
Deputy Secretary
Maryland Department of
Transportation

Dr. Neil Solomon
Secretary, Department of
Health and Mental Hygiene

Donald H. Noren
Director of Environmental
Health Administration
Department of Health and
Mental Hygiene

George P. Ferreri
Administrator, Air Quality Programs
Department of Health and
Mental Hygiene

MEMBERS OF THE
REGIONAL AIR QUALITY TASK FORCE

Dr. Robert Bennett, Chairman
Luke Prochnio, Vice Chairman

Local and State Governments

Ruth Louie
Office of the Mayor
City of Baltimore

Elkins W. Dahle, Jr.
Baltimore City Health Department

Walter N. Chitwood
Anne Arundel County Executive's Office

William L. Phillipps
Baltimore County Health Department
Alternate: Brooks H. Stafford

Frank R. Smith
Baltimore County Executive's Office

James D. Naylor
Carroll County Health Department

Barbara C. Moser
Carroll County Office of Planning and Zoning

Harry Blackstone
Harford County Department of Public Works

Robert Lynch
Harford County Planning and Zoning

Richard E. Freudenberger
Howard County Department of Public Works
Alternate: Howard Saltzman

Thomas Ogle
Howard County Health Department

Representative of Incorporated Municipalities

Charles Bausell
Maryland Department of Economic and Community Development

George P. Ferreri
Maryland Department of Health and Mental Hygiene

Lee E. Zeni
Maryland Department of Natural Resources
Alternate: Dr. Richard S. Nietubicz

James. T. Noonan
Maryland Department of State Planning

Elizabeth K. Moser
Maryland Department of Transportation
Alternate: Felipe Lebron

Jack H. Anderson
Division of Development Planning
Regional Planning Council

David J. Dunlap
Division of Transportation Planning
Regional Planning Council

Umbrella Citizen and Civic Associations

George Frangos
Alliance of Baltimore County Community Councils, Inc.
Alternate: LeLand Van Koten

Rosetta Kerr
Baltimore Urban League

Donald I. Dell
Carroll County Farm Bureau
Alternate: D. Mitchell Smith

Mr. Dennis Urner
Citizens League of Baltimore

Dr. Robert B. Bennett
Citizens Planning and Housing Association
Alternate: Allan Johnson

Carolyn H. Willis
Howard County Citizen

Virginia Howard
Anne Arundel County League of Women Voters
(Representatives from other local leagues to be appointed)

Industry/Commerce/Large Employers

Nicholas Montanari
AFL-CIO Unions, Metropolitan Baltimore Council

Luke Prochnio
Anne Arundel County Trade Council, Inc.

David Hash
Baltimore Economic Development Corporation

Gary Fuhrman
Baltimore Gas and Electric Company

Richard W. Porter
Bethlehem Steel Corporation (Bethlehem, Pennsylvania)

William G. Groben
Bethlehem Steel Corporation (Baltimore)

Charles E. Utermohle, Jr.
Baltimore County Chamber of Commerce

David Scott, Jr.
Maryland Petroleum Association

Marvin R. Smith
Chesapeake and Potomac Telephone Company

Earl L. Shiflett, Jr.
General Motors

Raf D. Hirtz
Greater Baltimore Committee, Inc.

Victor Rasheed
Greater Washington/Maryland Service Station Association

Robert Durdock
Lehigh Portland Cement Company

Ronald Blavatt
Social Security Administration
Alternate: Cecilia C. Seward

David Hall
Western Electric

Steve A. McKinney
Westinghouse

Environmental/Health Groups

Dr. Shirish K. Shah
American Lung Association of Maryland

Kenneth E. Shanks
Baltimore Environmental Center
Alternate: Francis H. Flanigan (Better Air Coalition Committee)

Sandra Hapenny
Central Maryland Health Systems Agency

George Tyson
Maryland Conservation Council
Alternate: Alice Eastman

Transportation Organizations

William F. Zorzi
Automobile Club of Maryland

Christine Manor
Baltimore Area Bicyclists' Association, Inc.

Harry Brock
Maryland Motor Truck Association

Edward E. Blazek
Maryland Transportation Federation
Alternate: Paul F. Smith (Highway Users Federation)

Other

Dr. Robert Makofski
Center for Metropolitan Planning and Research

REGIONAL PLANNING COUNCIL PROJECT STAFF

David J. Dunlap
Director, Transportation Planning Division

Project Manager

George B. McGimsey
Assistant Director, Transportation Planning Division

Technical Analysis

Jack H. Anderson

Matthew Bent
Henry Fostel

Plan Development

Emery Hines

John Bailey
Ganie DeHart
Weems W. Duvall
Beata Lamparski
Nelson Ormsby

Citizen Participation

Sandra Lippman

Hilary Rosenberg
Carolyn Wainwright

Design and Graphics

Christopher Cotter

Wilson Bieman
Richard Broughton
Carl Dederer
David Nez

Production

Stephanie Walsh

Gladys Davenport
Kathy Flutka
Donna Johnson
Daryl Rawlings

OTHER CONTRIBUTORS*

Anne Arundel County

Roland E. Davis
Florence Beck Kurdle

Baltimore City

Warren Anderson
Robert Perciasepe
Alan Winn

Baltimore County

Leslie Graef
William Irgens
Craig Piette

Carroll County

Edmund R. Cueman

Harford County

Kenneth Green
John Lamb
Maureen Mustico

Howard County

J. Herbert Clawson, Jr.
Thomas G. Harris
Frederick P. Rappe, Jr.

Maryland Department of Transportation

Dennis Atkins
Paul Farragut
Jay Hierholzer
Joseph Kursch
Felipe Lebron
William Mangels
Elizabeth K. Moser
Joseph Nessel
Louis R. Rainone
Larry Saben
Raymond Salehar
Robert Vogel
Thomas Widerman

*In addition to members of Regional Air Quality Task Force.

Maryland Department of Health and Mental Hygiene

Staff of Air Quality Programs Division

VANGO, Inc.

Hyatt A. Duke

American Lung Association of Maryland

Sharon Baylin